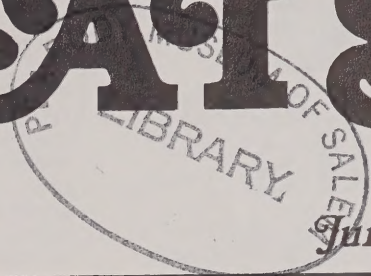


Twice a Month!



messing about in **BOATS**



Volume 4 ~ Number 2

June 1, 1986





messing about in BOATS

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Our Next Issue...

Will feature the Small Boat
Show at Newport, who and what
turns up there we think will be of
interest, and coverage of the Sea
Kayak Symposium at Purchase, NY,
a grass roots effort by experienced
sea kayakers to introduce new pad-
dlers to the right ways to play.
That'll fill her up.

On the Cover...

Bill Rutherford built a Bolger
GYPSY and kept comprehensive re-
cords of it all. His report begins
in this issue, telling us what he
learned about building a
stitch-and-glue instant boat.

Commentary

**BOB
HICKS**

Gimmee Access...

Chuck Sutherland of ANorAK
called while this issue was going
together, pretty upset because he
had been refused permission to
launch his sea kayak at a state
park in New Jersey. Knowing that
such parks don't like the boats on
the beaches, even before the beach
season is open, Chuck and his
friends, had planned to put in on
the shore away from the beach,
carrying in over some beach grass
area where it would not bother
anyone, even had it been summer.
Well, they were refused permission
to do so by park officials. Why?
They might slip and fall in the
grass and sue the state for negli-
gence! Honest.

Chuck even offered to sign a
release of liability and, as a pro-
fessional man in the medical re-
search field, he is hardly a suspi-
cious ne'er-do-well. But no go.
The park folks, in typical bureau-
crat fashion, were unimpressed
with the ridiculousness of the situ-
ation. An empty park in early
spring, several articulate, educated
middle class citizens requesting a
simple permission for a quiet and
non-damaging access meant noth-
ing. There is this rule.

So you've got your boat but
have you got your water access?
This is an old subject of ongoing
aggravation, not just for paddler
types who can carry a boat to wa-
ter, but for those with larger craft
who need launching ramps or moor-
ings or marina slips. The pressure
is growing for a place to get the
boat into the water.

Marina slips are now going for
\$50 a foot hereabouts for the season
and some marinas are tying in a
winter storage requirement too.
Want to keep your boat there in
the summer? Then sign up for the
winter, too, even if you prefer
otherwise. Marina slip too costly?
Don't like this tie-in for winter
too? Maybe a mooring?

Moorings are controlled by lo-
cal officials or in some cases by
state officials. The actual mooring
equipment may be put down by an
authorized local marine service
firm, or in some less regulated ar-
eas, by the boat owner, but loca-
tion is determined by a harbor mas-
ter usually. Or by opportunity ev-
en. In popular locations there are
waiting lists for moorings. Some
places the yacht clubs have moor-
ings and you can get one as a
member. But you have to wait to
join on another list yet. If and
when you get a mooring you find it
jammed in awfully close to others,

or way out at the harbor entrance
exposed to the northeasterlies or
southwesterlies or whatever blows
bad in the area.

What a hassle! Keeping your
boat at home, on a trailer or in a
shed, seems to be an alternative,
but only if it's not too big a boat.
Sure you can trailer your 24 foot
sailboat to a ramp but launching
and rigging every time gets pretty
old fast. And getting to use a ramp
is no longer routine either. Many
ramps not built with state funds
are restricted to local community
boaters with stickers. Failing that,
if the ramp HAS to be open to any-
one because of state money involved
in its construction, there is the
restricted parking gambit, where
no on-street parking is allowed
nearby and the lot at the ramp is
restricted to local sticker holders.

The carry-in boat owner has
some flexibility of access despite
the refusal of public area function-
aries to recognize this. You can
park a ways off if you have to.
You can put in at a street end or a
public pier or even at a roadside
not near some organized public
shore recreation place. Yet, the
carry-in boater doesn't seem to be
visible to those who make rules of
public access in many cases. Even
though you can get easily into the
water with minimum fuss someplace,
you can't because you're not "plan-
ned" for by those who control the
public access.

So whatta ya do? You pioneer
or scout. you investigate all shore-
side access in the area you hope to
launch, make inquiries, ask local
boating acquaintances, drive along-
shore of a weekend looking for
gatherings of vehicles where others
have found places to launch. State
ramps are available to you, but get
there early before they fill up the
parking lot and bring money. Get a
friend in town not a boater to get
you a parking sticker. Study area
street maps for street ends that
stop at the water. Look into run-
down industrial shore areas where
nobody is around on Sunday. If
your chosen area is just not acces-
sible to you, be it marina, moor-
ing, ramp or carry-in, find some-
place less populated and popular,
look for the places NOT so attrac-
tive to the masses. Maybe there
you'll find your own "private
launching site". If you do, tell on-
ly your closest friends or you may
lose it.

And all you wanted to do was
go boating for a nice day of relax-
ation and enjoyment!

Looking for a change of pace for a few days, and not having the time to pack all the camping gear, we headed for Southport, ME (near Boothbay Harbor) with our sea kayaks.

With advance reservations (strongly advised) at the Lawnmeer Inn, just over the swing bridge in Southport, we were assured of comfortable lodging. The Lawnmeer, the oldest inn in continuous operation in the state of Maine, has homey and immaculate rooms at reasonable rates.

After checking into the Inn, we picked up the local area chart (#13293) at Blake's Marina on McKenna Point Rd. Then to supper at Robinson's Wharf around the corner from the Inn. At Robinson's you can get up to your elbows in boiled Maine lobster, while eating at picnic tables overlooking the lobster boats.

After a good night's sleep in the quiet surroundings at the Lawnmeer, we drove next morning two miles down Rt. 27 to Climo's Island store to fill our small cooler with fruit, meat, cheese, etc. Back then to the Inn where we launched our PWS Sea Otter and Mad River Monarch from the Inn's floating dock (an easy carry from the parking lot). One caution, one must launch no later than a half-hour prior to low tide, or it will be poling in the mud.

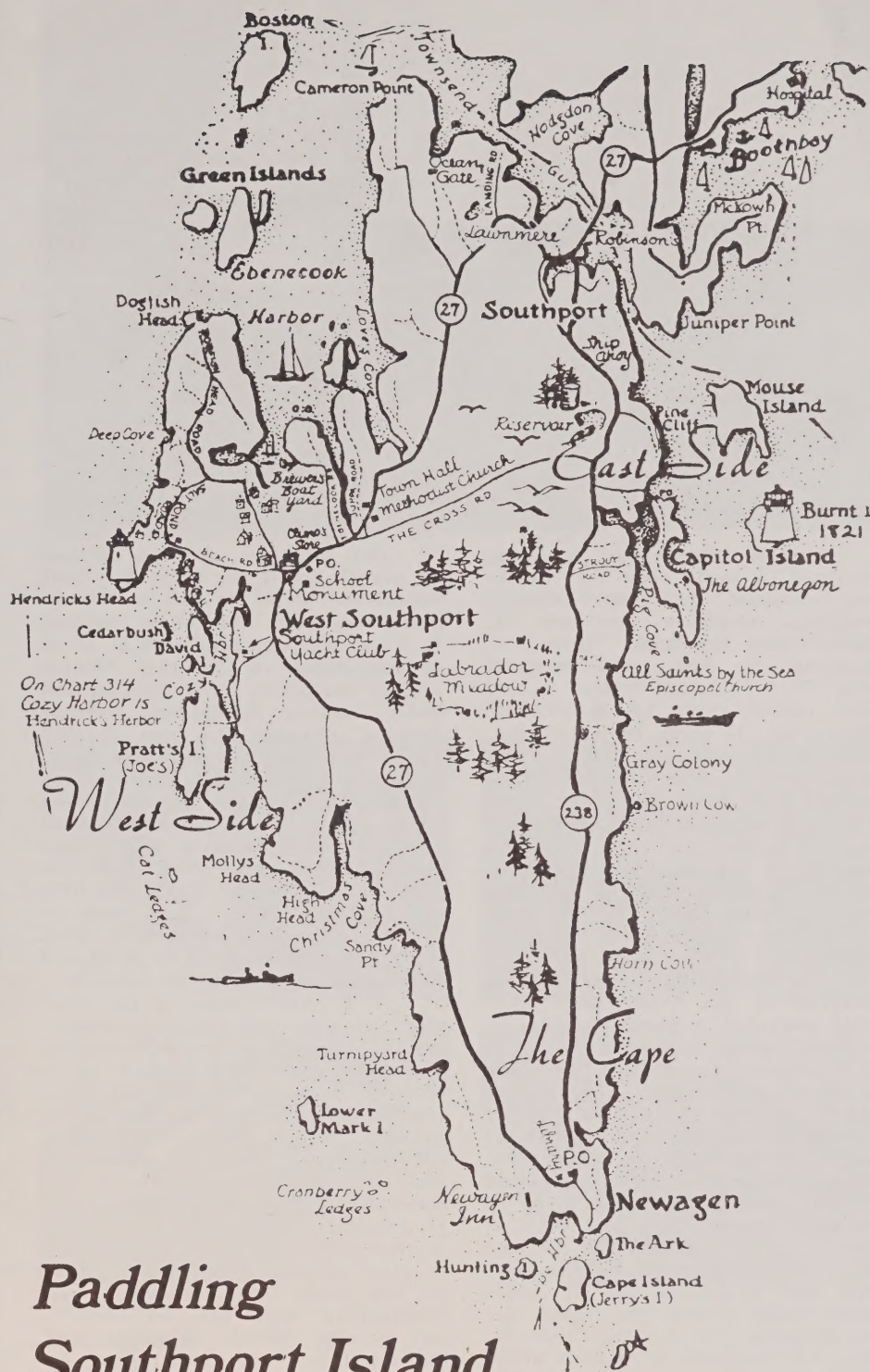
Then we were off on a circumnavigation of the island of Southport (approximately 10 miles). First through Sheepscoot Bay where cormorants and gulls were plentiful, and rumors of seals. As we paddled down the western shore we were able to watch lobstermen hauling traps, as well as numerous sailboats. The water is so clear we could see the sea urchins on the bottom.

After three hours of "lily-dipping" paced paddling we rounded the point at Newagen and stopped for our picnic lunch on a rocky islet opposite the lighthouse. A school of bluefish had come in and two fishing boats were filling their holds. Bill caught a bluefish from his Monarch, but the line snapped before it could take him for a ride!

Then it was on up the eastern shore of Southport Island, under bridges, around islands and generally observing the shore life. We arrived back at the Lawnmeer dock about 3 p.m.

This is a great trip for beginner level sea kayakers. We were constantly near to shore and, although we left at low tide and returned at high, there were no paddling problems. A very comfortable day of sea kayaking followed by a leisurely dinner in the fine restaurant at the Lawnmeer, overlooking the water.

The next day we replenished our cooler at Climo's and then paddled over to Ocean Point for a few



Paddling Southport Island

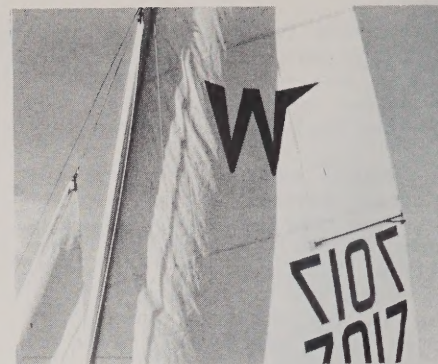
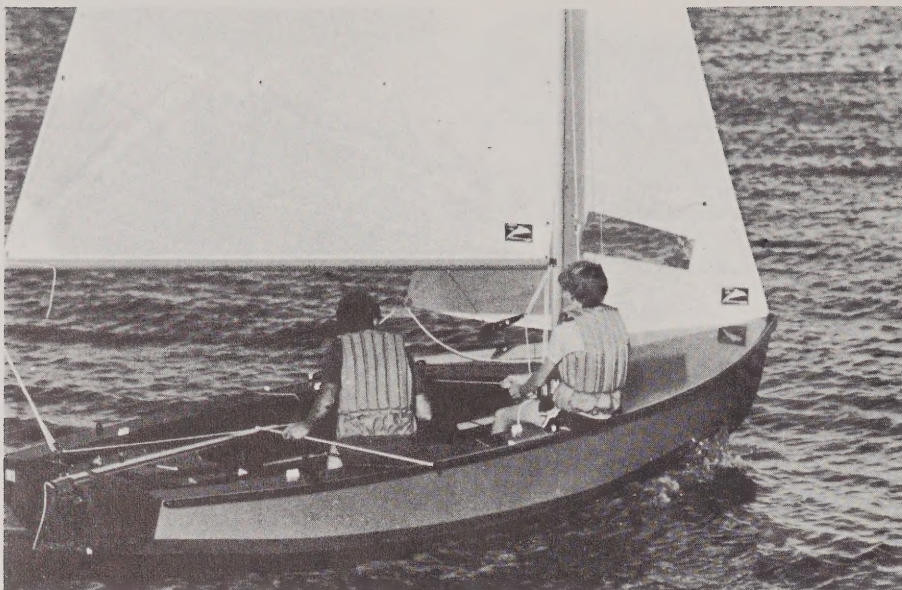
hours of paddling among the nearby islands. We were delighted to meet two-dozen shy, playful seals, who watched us during the remainder of our paddling in their neighborhood.

This combination of comfortable inn and sea kayaking is great, an easy way to break into sea kayaking trips of longer and more demanding scope. We would like to hear from other sea kayakers who know of similar good seaside inns

with interesting paddling possibilities to hand.

Jan & Bill Zeller, RFD 2, Box 246, Dunbarton, NH 03301

ED NOTE: Bill Zeller and two friends paddled a 600 mile wild river in Canada's Northwest Territories in the summer of 1984, without inns or even any local settlements, entirely on their own for 6 weeks. So he knows that side of paddling adventures also.



The WAYFARER Experience

Anyone thinking of becoming involved in small open boat cruising, camper cruising, dinghy cruising, whatever you call it, should read the book "Open Boat Cruising" by Frank and Margaret Dye. This intrepid British couple have sailed their 16' WAYFARER dinghy in all sorts of conditions, and Frank, with a friend, has sailed the boat from Scotland to Iceland and across the North Sea, that sort of large scale adventuring. The book not only touts the rewards of cruising in so small a boat but also reveals all the pain and discomfort involved. The British do not mind telling of their suffering.

The WAYFARER is a kit boat designed by Ian Proctor and presently marketed in North America by Wayland Marine in British Columbia. It happens there is a fiberglass knock-off of the boat also around known as the CL-16 marketed by someone else. It is the original kit boat that has made the reputation, though, over 8150 have been sold worldwide. Right now it is one of the best possible kit boat buys around, at about \$2500US for the hull kit. A variety of optional sail rigs are available too at added cost. There is also the import duty, shipping from British Columbia, etc., but the base price onto which these are added is so reasonable that the choice of this as a kit project is very attractive.

This attraction is enhanced by the boat's reputation as a sailer. Many of you saw Geoff Heath's article in a 1985 SMALL BOAT JOURNAL on sailing his WAYFARER along the Labrador coast alone. Perhaps some of you have read the Dye's books, "Open Boat Cruising" and "Ocean Going Wayfarer". Perhaps these folks can be viewed as much more adventurous and experienced than most of us, but nevertheless, the WAYFARER has taken on some pretty hairy conditions and come through.

But yet, how about us ordinary sorts? Could we build the boat ourselves? Could we sail it without being experts? The whole concept is aimed at just this sort of level of competence by designer Proctor and kit suppliers Tony Balding and Betty Lording of Wayland Marine. Proctor designed the boat in 1957 so its had 30 years to prove itself at all levels from the Dyes to the local family daysailing with six on board. Tony and Betty undertook to provide the kits only after Tony built his own as a first boat and then learned to sail in it, his first sailing experience. They were so impressed that subsequently they made the arrangements to build and market the kits in North America.

In a recent issue of the Dinghy Cruising Association newsletter, "Swamped" a lengthy inquiry was made into what would be a suitable daysailer for a relatively inexperienced person who wanted to include on his sailing outings a wife who was afraid of the water and two pre-school children. The questions showed exhaustive effort at analyzing available boats, but without any real basis from which to pass judgement upon them. One of the boats the questioner was considering was the WAYFARER, but he was frankly skeptical that its reputation was based more on the Dye's expertise than on the boat's attributes. Betty Lording undertook to respond to some of the questions on behalf of the WAYFARER. Her self-interest is a given, she markets the kits, but her enthusiasm and her and Tony's experience with the boat prior to going into the trade come through as very real.

First off she points out that ANY open centerboard daysailer is a poor playpen for pre-schoolers and that a wife fearful of the water should take swimming lessons and gain some confidence before even thinking about dinghy cruising. Then she goes on to discuss vari-

ous attributes of the WAYFARER they found attractive.

Betty says she's biased, but she and Tony built their own WAYFARER before they took over the kit company, choosing it because it was so cleverly thought out. Tony was able to build the kit with no prior carpentry experience in six months. He then proceeded to learn to sail it with no prior experience, he had not even been in a sailboat before. The kit includes over 200 numbered components with several major sub-assemblies already together; a bolt together building jig; all the necessary hardware, epoxy and related supplies; hull fittings; and a detailed step-by-step manual with 40 drawings and photos.

The WAYFARER is used extensively in Great Britain for sail training because of its combination of stability, predictable handling and good speed upwind and in light airs. Its beamy at 6' with the beam carried well down to the chine and it has watertight fore and aft compartments. It is self-rescuing, but this was something that Betty and Tony had to find out with a deliberate capsizing. After two months of learning to sail in British Columbia waters, they had yet to capsize, so they staged one. They both stood on the side deck, hauled on the shroud and awaited the wake of a passing powerboat to give them the nudge over. The boat floated on its side well above its centerline with the buoyancy pocket in the head of the mainsail supporting the mast on top of the water. Tony went round and stood on the centerboard and up it came. Betty rolled into the cockpit and found the water below the top of the centerboard case. They bailed it out and sailed off. Since then they have sailed for three years, spent 90 nights aboard and have yet to capsize again.

When the wind goes away, they row with 8'9" oars. They figure the boat weighs about 1,000

pounds all up, the hull weighs about 375 pounds but they carry a couple of hundred pounds of camping and personal gear and three-hundred pounds of crew. An outboard can be transom mounted, and stored away in the rear watertight compartment when not in use, the hatch provides sufficient room for this. When the wind blows, the WAYFARER goes, and too much wind is dealt with by reefing. When the wind is light, combination rigs of jib and genoa can aid the ghosting along the light shallow draft hull is capable of.

Getting to the water is easy. The mast pivots on its step and can be easily raised by one person. If it is carried on the boat on a trailer, the shrouds can be left clipped on and a 15 minute rig and launch is possible. The epoxy sealed hull dry sails with no soaking up needed. The usual gear taken along lives right on board on the trailer ashore, it's a sort of "camper" ready to go when you are. This was an attribute that first attracted Betty and Tony, the well thought out details. And after 30 years of use these details have been refined to close to ultimate possibilities. But, Tony did find a few more bits he chose to adapt.

WAYFARERS get raced because they sail well. But the real appeal is in the dinghy cruising. Boom tent, camp gear, ease of use and storage, roominess for two camping, six daysailing, a nice turn of speed, particularly going to windward and also in light airs, all provide utility and convenience and pleasure for small boat cruising.

Personal contact with the owner of any given boat provides the most direct insights. I got to know Geoff Heath when he visited our local small craft club to show slides on his Labrador trip in his WAYFARER and he is a guy who has done some very serious adventuring. Geoff sold his boat subsequent to the trip as he married and settled down on Vinalhaven Island in Maine after ten years of adventuring at sea and in mountains. Geoff

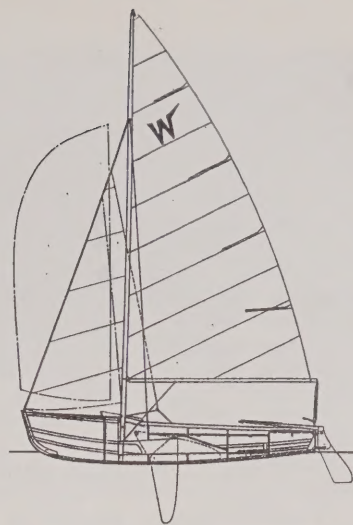
loved the boat, it was one of those boats that seems to do the "right" thing in moments of stress and leaves you afterwards with that feeling of confidence that all will be well.

Owners of WAYFARERS around the world can belong to an owners' association, and in North America, Betty and Tony maintain a sort of association newsletter for communication amongst the growing list of WAYFARER builder/sailors. There's a nice overtone of "really enjoying this" to their sales promotional material.

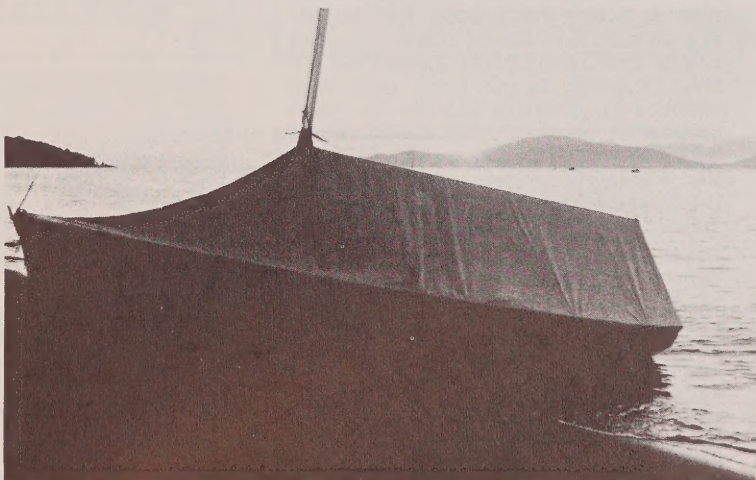
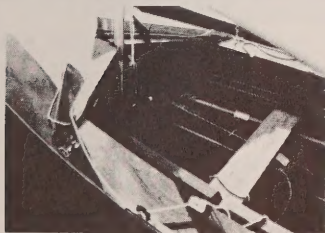
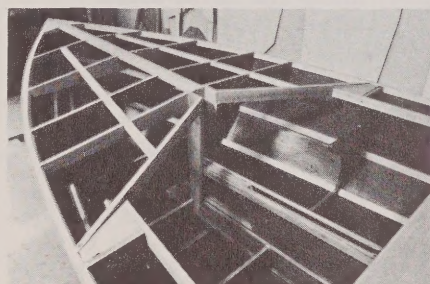
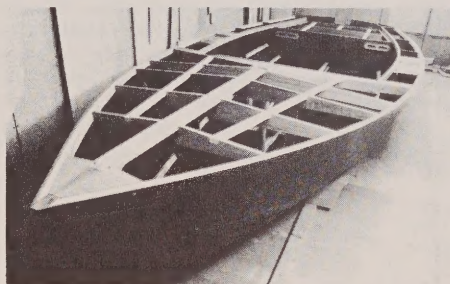
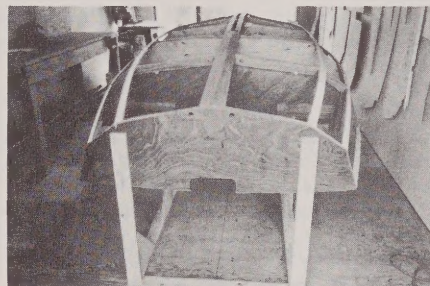
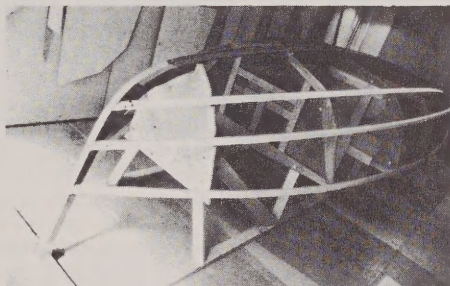
If you'd like to learn more about the WAYFARER, contact Wayland Marine of Cobblewood, P.O. Box 33, Cobble Hill BC, Canada V0R 1L0, (604) 743-4741. I hope to have a first hand experience in one of these some day, myself.

Report by Bob Hicks

Photos & Illustrations from Wayland Marine



L.O.A.	15'10"
Beam	6' 1"
Draft	8"
Draft with Centerboard	3'10"
Hull Weight Minimum	372 lbs.
Mainsail Area	95 sq. ft.
Genoa Area	46 sq. ft.
Jib Area	30 sq. ft.
Spinnaker Area	145 sq. ft.



Small boats capture that remnant of adventure left in us domesticated folks who experience adventures vicariously through TV, books or movies, but still thirst for the first-hand knowledge of doing it ourselves. Reason prevails in our choice of conveyance whether it be the family station wagon or combination fishing/rowing/sailing boat, but at heart we think like A.A. Milne in his poem, "Spring Morning":

If you were a bird and lived on high,

You'd lean on the wind when the wind came by,

You'd say to the wind when it took you away:

"That's where I wanted to go today!"

Off in search of adventure, or more pragmatically, perhaps, in search of a picturesque and secluded launch ramp. After all, Captain John Smith's ship's boat that he used to explore the James River in the 1630's was only fifteen feet long, so why couldn't we do something exciting with our modern versions of the same length? These things, I maintain, are more behind our choice of small boat rather than practical matters like number of seats, displacement or draft. Of course, it does not hurt if the boat looks well too. Phil Bolger designs boats that are easy on the eye and sit gracefully upon the water in addition to being practical. His "Gypsy" is such a craft, accomplishing rowing, sailing and motor-ing equally well. She is also capable of adventurous expeditions, as demonstrated by John Garber's odyssey along the Maine coast.

Suffice it to say, I chose "Gypsy" to build, nights and weekends in the garage, with home shop tools using "stitch and glue" technology, with H.H. (Dynamite) Payson's instructions in hand (the patron Saint of homebuilt plywood boats). What now follows are experiences which may be of some interest to those with similar bent.

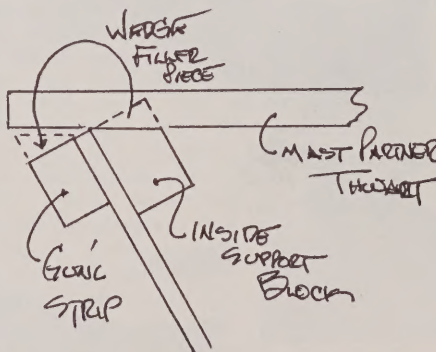
Hull plans are available from Mr. Payson and were shown in the SMALL BOAT JOURNAL. The building directions which come with the plans are beautifully described in Mr. Payson's latest book and were covered in great detail for the pure outboard version, "Diablo", in a WOODEN BOAT magazine article. My comments address none of the information contained in the above references, only some observations from the viewpoint of the rank amateur. Of course, I could not resist slipping in a few changes as I went along. I added plywood seats fore and aft for other family members and for flotation. The one aft is sealed airtight; the one forward is full of styrofoam. This in lieu of the styrofoam under the main thwart and benches shown in the plans. I used plywood for bow and



An Amateur Builds Bolger's GYPSY

stern seats because plywood sure cuts easily for odd shapes.

The mast partner, a 3/4"x6" board, as shown on the plans, goes all the way across to the outside of the gunwale strip. The gunwale tilts away and down, however. A little wedge fills in this space and allows better bearing for nailing. I suggest support blocks on the inside of the top plank under the partner board as well to give a larger bearing/nailing surface. This also allows installation of the mast partner before the gunwales are installed (last item after fiberglassing). A bonus is that the waste strip cut off the top of the support block to make it level is exactly the wedge to fill in between gunwale and partner board (see illustration).



A neat detail to include throughout the interior is a fillet. The Gougeon Brothers explain it in their book, it is a mixture of microballoons and epoxy spread into the interior corners with tongue depressor to make the joints both stronger and easier to clean when the boat is in use. Microfibers and e-

pox make a stronger mixture for the centerboard and mast step areas, although its surface texture is rougher. Application requires a knack. The radius of the 1/4 circle fillet depends on the angle at which the tongue depressor is held. Excess goop that squeezes out above and below the tongue depressor is scraped off and returned to the glue pot.

Another fine touch that adds to appearance is to 1/4 round corners with a router wherever edges are exposed. Some pieces have to be so edged before installation, due to tight spaces blocking router head movement later.

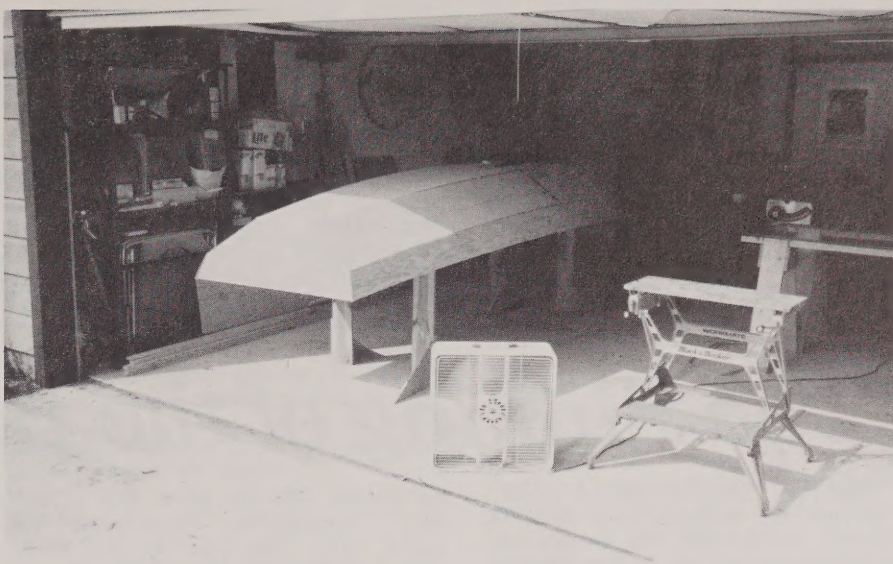
Foam rollers are best for applying epoxy to flat surfaces; they will go twice as far if you cut them in half. We used Gougeon Brothers West System (TM) epoxy throughout for adhesive, with microballoons and glass fibers for filler, clear epoxy all over as sealer against both water and water vapor, as well as the epoxy for the fiberglass cloth.

The surfaces of epoxy that are to be painted or varnished must be washed off first with soap and water to remove a wax residue. Failure to do this will result in paint not sticking and varnish becoming spotty about a year later, and then only refinishing from bare wood will help.

For the inside tape strips, we rolled on the epoxy first and, yes, foam rollers save epoxy and are a lot faster; if you cut the rollers in half, they work better in tight places. Anyway, roll on a prime coat inside just before you start taping and if you have slow hardening epoxy (1/2 hour at 70 degrees) the primer will be just sticky enough to hold your tape up in place while

you work your way along the seam with the cover coat. This saves that "extra hand" Dynamite required on Diablo for this evolution. My wife, you see, was on vacation and all the neighbors did when they stopped by was to talk about an "Ark" in the neighborhood.

The Gougeon Brothers in their book, "The Gougeon Brothers on Boat Construction", Pendell Printing, Inc., Midland, MI (pages 75-78) show a neat way to cut scarfs in the ends of plywood panels by stacking them in a staggered fashion, ends two inches apart, then cutting with an electric plane or, in my case, with a coarse belt sander. I held the plywood in place by nailing it to 16' 1"x2" strips laid on the garage floor. After sanding the scarf, I just pulled the panels up, flipped them around so the scarfed faces matched and glued the sloped faces together. Remember to brush on one coat of clear epoxy first, which soaks in, before gooping on a thick coat of epoxy with a few microballoons (for filler) which will act as the actual glue. I put a 1"x2" right under the joint and nailed right through the plywood and 1"x2"s with smooth brads. Remember to put a layer of polyethylene under the plywood, between the layers of plywood and under the top 1"x2" nailer. My scarfs do not match the Gougeon Brothers' for mirror finish but to my eye, at least, they look better



than a big old butt block on the inside of the planks that the plans call for; they also make cleanup easier after a sandy day of beach cruising.

Extra materials used in constructing the hull (not listed in the plans) were these:

Mahogany: 2"x4"x4" to thicken transom for motor mounting; 2"x6"x8" for center thwart, mast partner thwart and 1.5" support pieces on the mast partner; 6"x4"x3/4" (2) for blocks to raise oarlocks 1"; 1"x4"x6" for tiller and hiking stick..

Straight Grain Fir: 1"x4"x16' for gunwales.

Tools I required in this construction were these:

Skil 492 saber saw; variable speed 1/4" electric drill; Makita palm sander; 7.25" Skil circular saw; table saw for resawing and squaring.

Report, photos & illustrations from Bill Rutherford

(Next issue Bill Rutherford discusses his experiences with the centerboard case construction, rudder, spars and overall hints on the whole building process).

cape ann small craft

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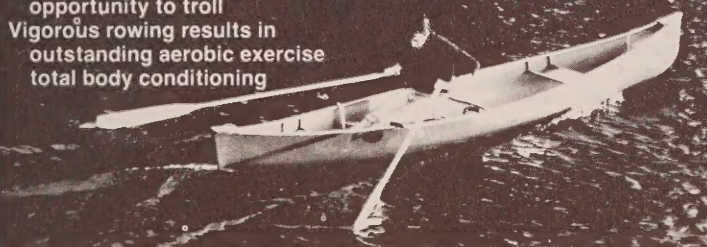
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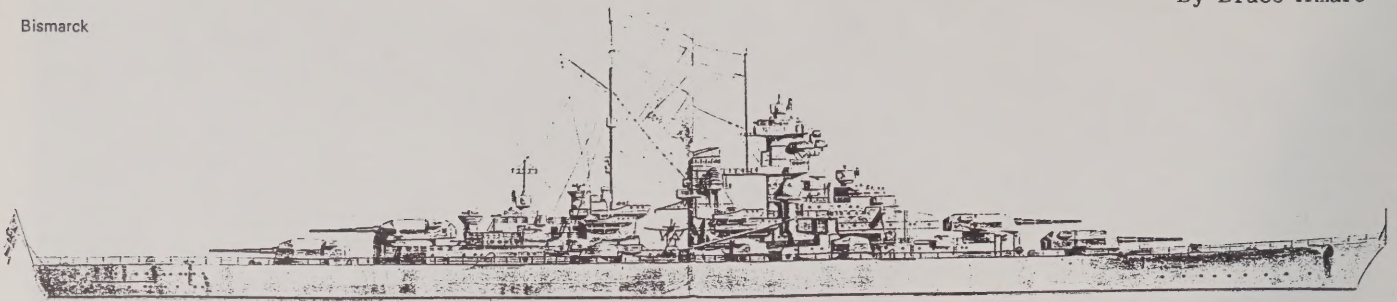
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The Sinking of the *BISMARCK*

Schatz's imagination is vivid, no matter the subject, and when it involves boats, and the things we can do with them, he is the original "Thinker." Throughout the previous winter, I got very involved in building operating model boats; some that ran with electric engines, one with a gasoline engine that turned an airplane propeller and ran the boat as a hydrofoil, there is even a steam engined launch in my collection along with the radio controlled sailboats, and "freestyle" sailing models of hobbie cats and sailing sloops that do not use any radio system.

We put together two German boats, the Bismark and the Tirpitz, and the English ship the Hood. All are the same in general and all had the same specific features; guns turned, the rudder turned, and of course the propeller pushed the boat forward. The only problem with these miniatures was the openings where the propeller shaft went through the hull. This area is called the "stuffing box" and on the inexpensive models, these boxes are not easily sealed against leakage and the boat takes in water through these holes.

The least expensive and cheapest boats are the all plastic boats powered by electric motors that cost under ten dollars and can be built in a week's time. These boats are small versions of famous battle ships, cruisers and even one aircraft carrier. The guns turn, the propeller drives the boat at a good speed, and the rudder can be set to operate to turn the boat in a variety of directions.

Schatz and I took the Bismark to a famous modelers' pond for its maiden voyage one night after work, when we were sure we would be alone. Given the intended use of the Bismark, it is a good looking ship and watching it through binoculars in the water it looks real enough to give the observer of boats some pleasure. Well, Schatz, who takes his boating seriously, no matter the size of the craft, went into full production with this trip.

He loaded the car with the inflatable I bought way back before he could walk, the oars to the boat, life jackets and from the "junk" closet he took the industrial size search light and tied his magical series of knots to a line around it and carried all this to the car and loaded it in. Now, he said he was ready.

This Bismark, we brought out was two feet long, and powered by two large D size batteries. It sat squarely in the water and moved along pretty quick. On a tight turn the ship model actually leaned into the water, and it left a scale size wake behind as it moved. This was our first powered boat model so it was our maiden voyage as well.

Schatz has a way of turning his side of the car into a single room apartment by putting the back of his seat all the way down, and using both the front and back seats as "his" area. With his room set up, he changed into his mid-spring boating clothes; something like an older pair of pants too worn to show in public, a long-sleeve shirt, a ripped and worn coat that pre-dates either of us, and extra socks, extra shoes, several towels and a sponge. It's always the same sponge. It's been the same sponge for years and it has a purpose in his meanderings. Schatz is an avid learner of things that interest him, but he immediately makes of things what he chooses, and in very short order develops his own interpretations of the way things will be done; at least by himself. So along on every voyage comes a sponge and with no questions. I think it's his fear of bailing.

So we finally pulled up to the pond and took a good space where we could light up the pond with the car's headlights if it got dark before we left. We got the model ready, tested the batteries, the propeller operation, and checked the rudder operation. These small models are difficult because of their size and things stick, so we went over the operating parts to be sure we had a fair chance of the boat operating correctly in the wat-

er.

With no fanfare, Schatz took the Bismark model from me, and set the switch and let the boat loose in the water. We had the rudder set for the boat to do figure-eights and it made sweeping wide loops in the water as it moved through the water. We were lucky that night and there was only a light breeze so the water was very flat. The hull has less than a one-inch clearance from waterline to the sheer line along the deck where water could easily seep in. As the boat moved it leaned gracefully from side to side and the electric engine driving the gear box that turned the rudders and guns made a deep and distant rumbling noise that added to the boat's realism. Watching the miniature Bismark through binoculars as it swept around to return it looked very real and almost powerful. The wide gray hull and low superstructure looked almost forboding as the boat bore down on the watcher, coming head on into the lenses.

The model looked very real and with the fresh batteries driving it at speed, the bow wake looked almost to scale, the water breaking almost up to the deck, and the two forward turrets swinging in unison gave the boat a forboding appeal, almost as if it were searching for something with its gun barrels as it searched the water in its sweeping wide arches. As the boat made broadside turns, you got a feeling it was something from a Tolkien novel when all four gun turrets turned from side to side, the barrels raising and lowering in their turrets almost seeking out the range of anything worth hitting.

We were not sure if the actual ship wore those black and white stripes on its sides, but we painted the model according to its depiction in the instructions, and out on the water, we could see how those odd shapes on the gray hull could make identification difficult at any distance. But in reading about the Bismark, and its sister ship the Tirpitz, we learned that the boat's low and squat silhouette and dis-

tinctive single funnel in the center of the hull were trade marks that gave it away to any observer, because at that time in maritime design history no other battleships had such a raked look or carried so distinctive a single funnel. A smoking funnel was the only thing this small inexpensive model lacked, and we were discussing rigging lights and a copper tube of smouldering grease into the hull for the ship's next voyage.

And there Schatz stopped me. "The Bismark only had one real voyage, you know." I said, "Yes, I saw the movie, too." This guy is still thinking of ways to build a model iceberg to set next to his model Titanic. "Really, what do you think we should do?" I asked Schatz. "I've got a couple hours' wages sunk into this model, you know. Not to mention the paint work and time involved building it. And how are you going to fill that space on the wall at home if we don't go back with this ship?" Schatz just stood watching the boat through the binoculars. The boat was slowing down and going in circles out in the center of the pond. It was dusk out and it was easier to listen for the gray hull than see it. As it turned in the fading light, we could see the dull red undersides come out of the water a bit, and the boat was making wide circles, except at one point when it would turn almost as if to pivot on the center of the hull. The boat would just swing around sharp and the engine made a high whinnying noise and it would come straight at us for ten or fifteen feet then start to arch off to our right and go into the same wide sweeping circle. It would get to that point where it would pivot hard with a high whine and go through the sweep again, and again.

The turrets were not turning so smoothly anymore and the gun barrels seemed to jerk up and down and jam the turrets as they tried to turn. The boat was getting low in the bow and it turned slower as it moved through each sweep, and it did not lean when it turned, but the whole hull seemed to make a slow and painful turn as it dragged its entire length in each turn. As it moved through that point in its sweep where it pivoted so that it faced us, the hull seemed to try to push itself up out of the water with one single effort, then drop back into the water as it finished the turn and struggled to move forward. The forward turrets hardly moved and the guns stuck at odd angles facing out over the deck like two tongues hanging limp from an open mouth.

Finally the boat made its usual sweep to our right, but it was very low in the water and we could not hear the engine as it passed by. Then it stopped and coasted a few feet on inertia and stopped

dead in the water. It was almost dark and we could barely make out the low silhouette of the boat laying still in the water. Then it jerked and there was a slight shirring sound as the little electric motor made contact and the low sinking hull began its sluggish sweep again. As it moved through these sweeps it came closer and closer to us each time until it was within twenty feet or so of us. It would stop, drift a little then the engine would start again and it moved off. Once the motor stopped as the boat was making its pivot turn at the farthest point in its sweep and we could hear the batteries roll inside the hull and then the motor started again.

Schatz went to get the small search light and started rambling along the banks of the pond looking for sticks. He tried once to get the boat to move closer to shore by throwing a rock to the hull's opposite side, but he almost swamped the boat entirely. We watched the hull rock and roll in the little swell and it settled lower in the water. The water was literally up to the boat's deck. The tiny propeller and motor were pushing the entire hull through the water under the surface with only the deck and superstructure showing. The water in the hull, we figured, was helping the batteries keep contact with the motor, but the bow was so low that at times the rear of the hull came up so high from the water you could hear the propeller suddenly whine as it left the water and we could make out the jammed rudders and see the full red bottom paint. At one point it looked as if the boat was going to suddenly up end and go down by the bow, but it settled itself back into the water, with the hull full under and began another tedious sweep.

The rudders had jammed somehow, but we figured because the gear box also operated the four turrets and their guns that one of the pushrods must have stuck somehow and held the rudders over the way they were. It was originally taking water through the stuffing boxes but we thought we would get it back before it got too bad. Only the air inside the sealed deck housing seemed to keep the boat floating. Everything else was literally submerged. We decided not to go through the agony of blowing up the inflatable to go retrieve the model as it was getting nearer to shore with each sweep and it was not too far away now anyway.

Schatz finally came by with a branch and the search light and handed the stick to me. "That's how the real Bismark went down you know!" He pointed to the model. "The rudders got jammed and they could not maneuver." I reminded him that the real ship was also very low of fuel and had to move slower. "Well, this one's go-

ing pretty slow." said Schatz, not to be outdone.

The model like the real ship has a forward tower and an after-tower. Because the boat was in need of adjustment from an easily accessible point, I left the rear tower unglued so we could just lift it off and get to the internals of the boat. I didn't see why it had not already come off now that the hull was full of water and the towers dragging through the water as the ship lowered into the pond on each sweep. It didn't come off even when Schatz had thrown the rock earlier, so we felt the ship was retrievable.

We could see that it was going to come close enough to shore on its next arch and we could easily pull it in with the branch Schatz had found. We listened as the boat labored out to pivot one more time and come back in to us. In the early twilight we could finally make out the little black hull bearing down on us in the hopeful way that made us think it would come right to us before it turned off on its return arch. But this time as it turned to start its arch it ran along the front of us very close to shore. I stepped out onto a large rock off the bank and reached far enough out with the branch to snag the boat. Schatz had the light on the hull and we could see the ends of the branches touch the after tower and snag the boat. The tower flipped off the deck and in one unending motion the Bismark rolled a little to its left and took water through the hole where the after tower had been. The boat then righted itself. The deck was completely under water by about an eighth-of-an-inch and the entire hull was visible under water in the light of the lamp in Schatz's hand. The rear suddenly thrust straight up into the air and we could see the forward tower suddenly face straight towards the bottom and the raked single funnel was suddenly submerged facing straight towards the bottom. The propeller suddenly whined and stopped, and a huge bubble roled up out of the hole where the after tower had been. Water entered the hull and it started to go straight to the bottom, bow first. We could see it in the lamp's light going straight down, when the batteries must have suddenly moved to the ship's left because the hull suddenly rolled that way and all we could see was a slight outline of the deck and the wide long dark red bottom of the hull as it slid lower into the pond. Finally the hull went deep enough to go out of sight. We stood there staring at the last few ripples from where the Bismark had been seconds before. Schatz still had the light on the spot when up from the depths we saw two large bubbles tumbling to the surface where they broke.

E.H. Brown & His Hammock Canoe

Article from Carl Erickson

Be it known that I, Edward H. Brown, a citizen of the United States, residing in the city, county and state of New York, have invented a new and improved HAM-MOCK CANOE, of which the following is a specification.

My invention relates to an improved device adapted to be used as a hammock, either on land or on the water. It is also useful for lifesaving purposes and for the purpose of surf bathing.

According to my invention, I arrange a boat shaped structure or frame, by preference formed double ended, and at each end I form or apply an air chamber, and also at or about the center or amidships on each side, I arrange a float or chamber attached to the main structure or frame. The floor of the float is constructed of netting or open wicker-work, a space being left for the passage of the body of the person using the device. On the sides of the main structure or frame, handles or holding means

are provided, by means of which the person using the device can support the same while walking or floating with their body protruding through the opening in the netting or floor of the float. In addition to the handles I can employ a strap or band adapted to pass over the shoulders of the person using the device. To the sides of the main structure or frame I pivot arms or levers supporting an awning capable of being placed in any desired position, so as to shade the face of a bather or swimmer, and also when the device is used as a hammock, as hereinafter described.

When the device is used as a hammock, it is supported by any suitable means attached to rings or loops affixed to the sides of the main structure or frame. The side floats or chambers I prefer to be removeable, and held in place adjustably by means of slotted holding pieces, through which brackets or standards extending from the sides of the frame pass.

The accompanying drawings form part of this specification and illustrate what I consider the best means of carrying out my invention.

FIGURE 1 is a perspective view of my improved device, represented as being carried by a lady into the water for the purpose of bathing or swimming.

FIGURE 2 is a side view of the same on a larger scale.

FIGURE 3 is a plan view.

FIGURES 4, 5, 6 and 7 are detail views of parts.

In each of the views similar letters of reference are employed to indicate corresponding parts wherever they occur.

A represents the main body of my improved device, which is, by preference, formed boat shaped as shown and double ended.

B represents a water-tight compartment or chamber I arrange at each end, or an equivalent float for the purpose of giving buoyancy to the device in the water.

CC represents additional removable floats arranged on each side of the device at or near the center thereof. The floats CC are held in position adjustably by means of slotted holding pieces C'C', through which the ends of the brackets or standards C2C2 pass and C3C3 are buttons for the purpose of preventing the accidental removal of the floats CC.

D represents the floor of the float, which I prefer to form of netting or similar openwork, as shown. D' is an opening for the passage of the body of the person using the device, as shown by FIGURE 1.

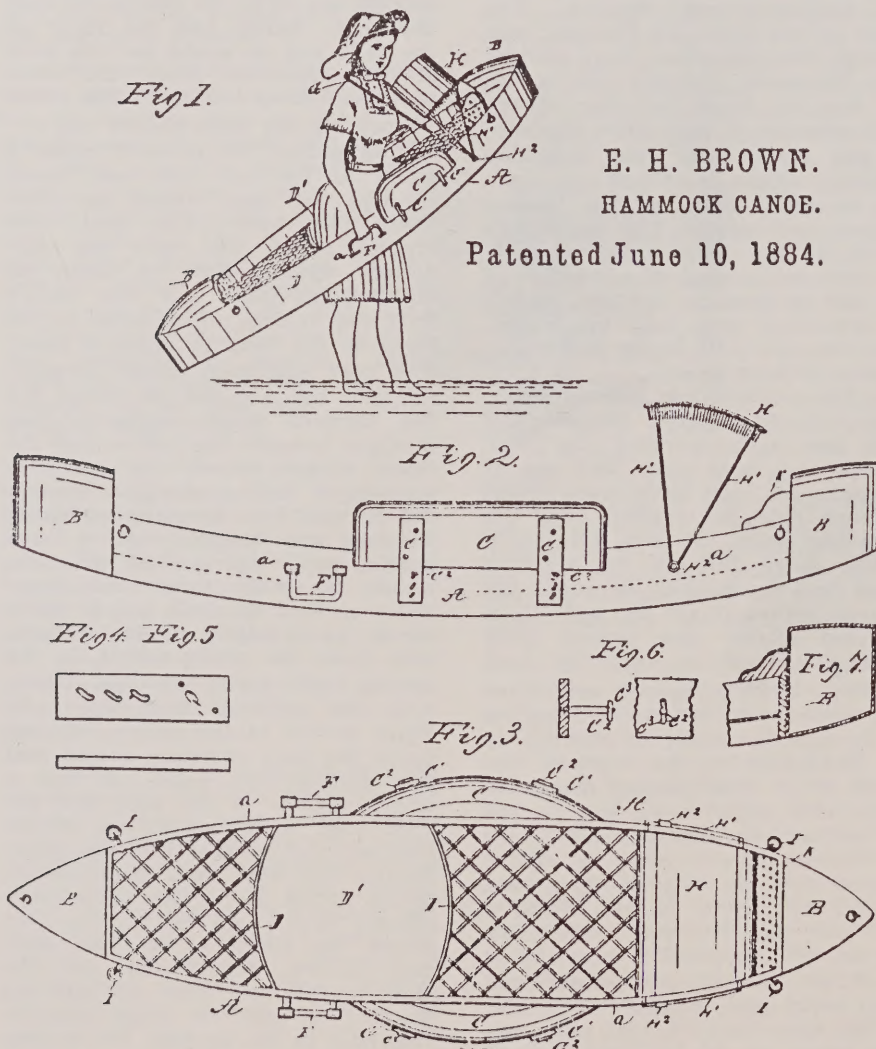
FF represents handles I apply on the sides aa of the main frame A, or other similar holding means, by the aid of which, and a strap or band represented by G, the person using the device may readily carry the same from place to place.

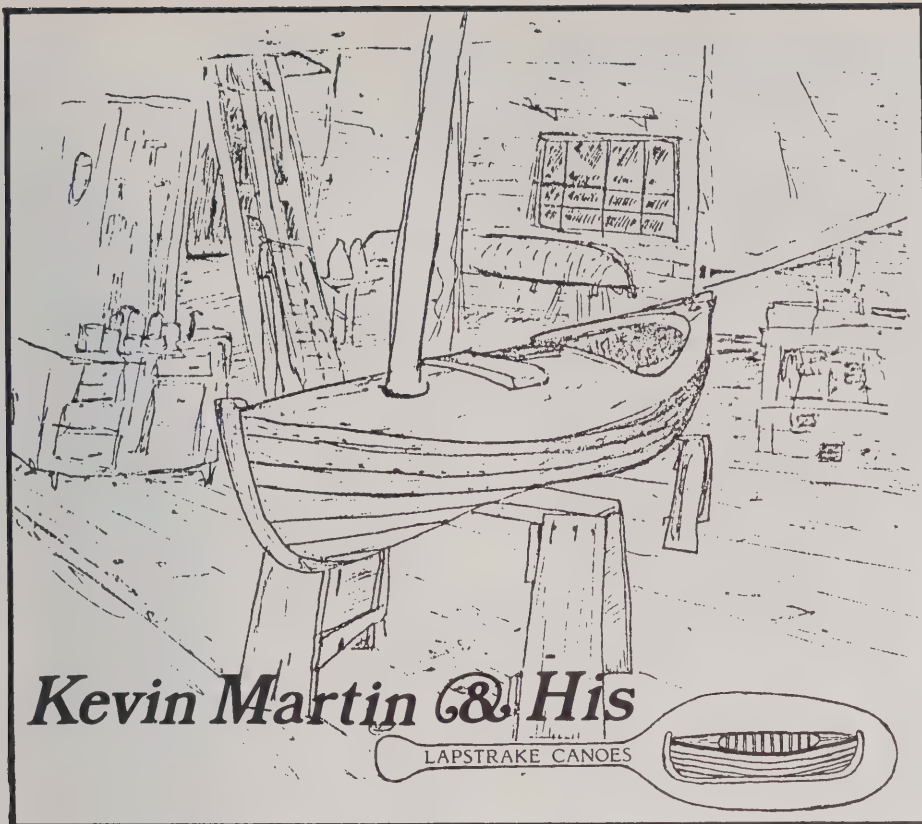
H represents an awning or shade, which is supported on arms or levers H'H' pivoted at H2 to the sides aa of the main structure A.

It represent rings or loops attached at each side and end of the device, by means of which cords or lines suspended from trees or supports may be attached in such a manner as to support the device in position for the same to be used as a hammock.

K represents a pillow affixed by preference, in the bow of the device. It may be made of rubber material inflated, or of any other suitable material.

Submitted this 7th of August, 1883, by Edward H. Brown of New York, N.Y. to the United States Patent Office, Washington, D.C.

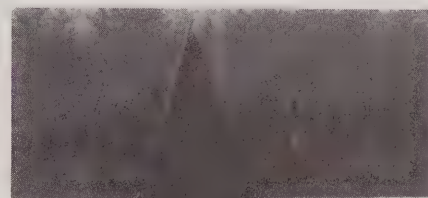




summer over in New York as well as attend some local events. I am also itching to build a larger lightweight sailboat that will comfortably carry two people.

After toying with the idea of writing a book on building canoe decks in which I would also compare various styles, I have begun photographing them and hope to work on this when I can."

Kevin has made the transition from, "hoping to have enough work to support himself doing canoes", to "trying to find enough time to do all the work he has found". A common conundrum that the aspiring wooden boat builder/restorer runs into sooner or later if he perseveres. If you're interested in what Kevin is doing, you can contact him at Box 441, RFD #1, Epping, NH 03042, phone (603) 679-5153.



In November, 1983, I visited Kevin Martin at his little shop in Epping, NH, where he was trying to establish himself in the traditional canoe building and repair trade. Kevin was doing any sort of canoe work but was trying to specialize in building small lapstrake canoes, including sailing models. He had built his own shop behind the house he had also built for his young family, as a carpenter, this sort of thing came naturally, even if at a heavy cost in time. He was still working at carpentry on area housing but was ready to go into the canoe business full time during the winter house building slack time and see if he could make it happen.

Well, he did. Kevin has been increasingly busy over the past two years and reports on how things are going today as follows:

"I have been quite busy with some interesting projects. I have built four new canoes over the past year, my 13' Rob Roy, a completely decked Wee Lassie, a nice 12' Wee Lassie and a 12' Rob Roy sailing model. I add a keel about 8" deep to the sailing Rob Roys, easily unbolted for paddling. I am now finishing off another Wee Lassie with 2' decks that looks sharp.

My restoration work over the past year includes a Penn Yan cartopper, an Old Town dinghy, a couple of Chestnut canoes, a real nice, fast-looking 17' canoe, one of only about 10 such built in Kennebunkport, and four or five Old Town canoes. The project of the year was a 12' duck boat supposedly built in the Newburyport area

called a Joppa Flats Duckboat. It was canvas covered with white oak ribs, had a box in front for a weight and carved trays to hold bullets and a gun butt. It was decked over too! I also spent a few months rebuilding a Rangeley, including replacing about 1/4th of the planking, part of the keel, the inner and outer stems, all the ribs, the inwales, decks and finishing off.

Right now I'm looking at another Penn Yan cartopper, two Old Town lakeboats, a Chestnut canoe and am growing a bit desperate about finding time to restore an 18' Morris of my own! If I can get a small boat and canoe in shape, I plan to take my family to the Wooden Canoe Heritage Society meet this

Some of Kevin's work, a Rob Roy, a restored canoe, a restored Rangeley.





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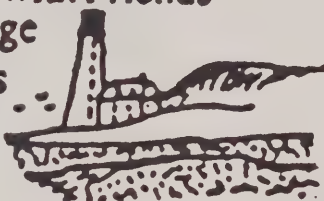
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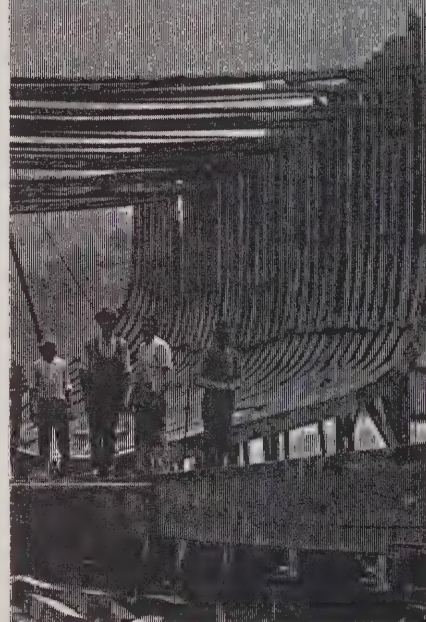
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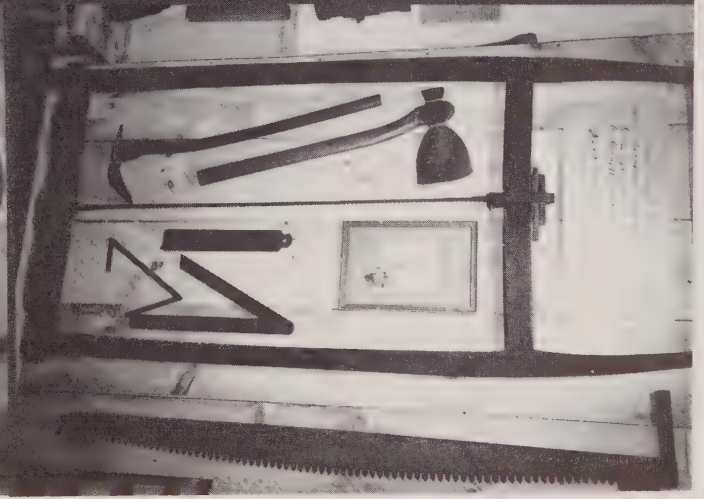
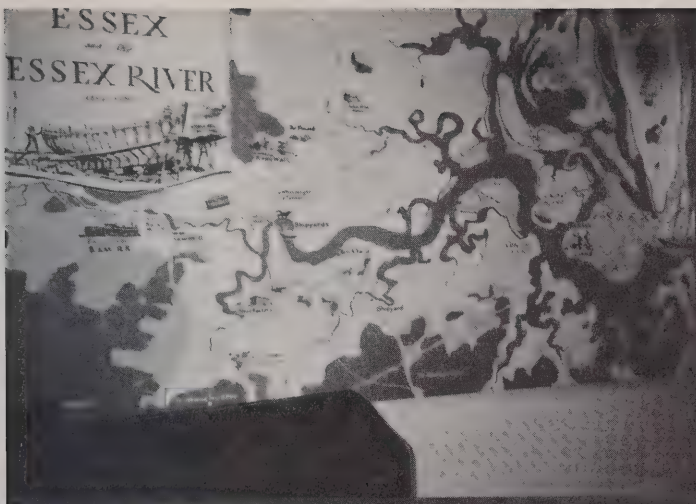
The little museum in Essex, MA, devoted to the 200 plus years of wooden shipbuilding in this tiny Massachusetts north shore village is open for the season as of now. Admission is only \$1 for adults, children, seniors and Essex residents qualify for free admission. Hours are 1-5 p.m. on Thursday and Friday and 12-5 p.m. on Saturday and Sunday.

While small, the Museum is very well planned and leads you through the history of the shipbuilding here, where most of the Gloucester fishing schooners were built, with models, illustrations, shipbuilding tools, maps, murals and artifacts. If you're in the area on any of these days, you'll spend a fascinating hour looking over this exhibit in a town that has seen uninterrupted shipbuilding from Revolutionary War days right through to World War II. The shipyards (once there were a dozen here) are all gone now but their history lives on through local citizen efforts.

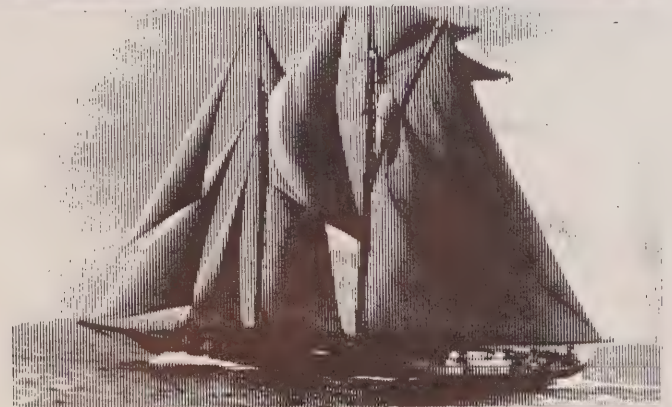


Schooner J.M. Marshall (1915) James yard.

ESSEX HISTORICAL SOCIETY



The Museum relies heavily on nice graphics; a pictorial map of the area where so many shipyards once stood; a panorama of the area in the heyday of shipbuilding, with a schooner model on the ways; photo murals of the people, such as the famed A.D. Story. And tools, the real things collected in town; a complete ship's carpenter shop from one family; patterns, augers, adzes and such from the Story Shipyard. Report & Photos by Bob Hicks



Schooner Gertrude L. Thebaud (1929).

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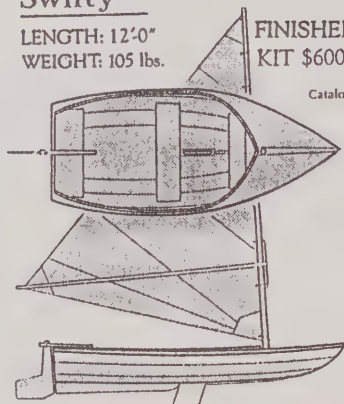
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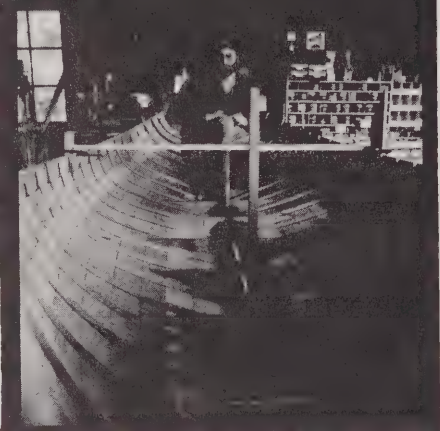
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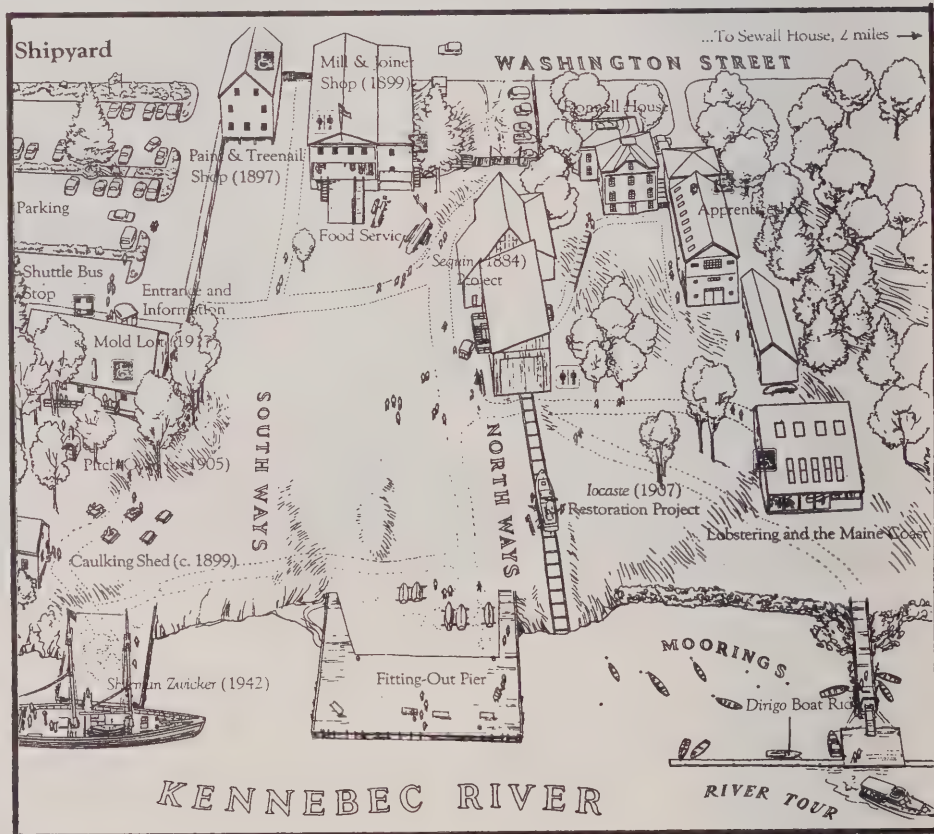
The Apprenticeshop of the Maine Maritime Museum



One of the two surviving shipyards in Bath, ME, is the Percy & Small Shipyard, site of the Maine Maritime Museum's on-the-water exhibits and also its Apprenticeshop. The latter facility turns out various types of traditional wooden boats as byproducts of training 12 apprentices over an 18 month period in traditional wooden boat building techniques. Acceptance as an apprentice involves prior participation in a four week volunteership during which the potential apprentice can ascertain if this is what he or she wants to do and the shop staff can determine if one is an appropriate apprentice candidate. Then onto the waiting list if accepted. If you want to know more, write to The Apprenticeshop, Maine Maritime Museum, Washington St., Bath, ME 04530 or phone them at (207) 443-1316.

The other shipyard? Bath Iron Works, builder of large steel ships for the U.S. Navy, employing thousands of area workers.

... and the Museum itself?



If you go to Bath, the Maine Maritime Museum is well worth a visit, in addition to the Apprenticeshop portion. All the "real boat" stuff is at the Percy & Small Yard illustrated. Down the other end of Washington St. in Sewall

House are the artifacts and memorabilia of Bath's bygone great days of shipping and sail. It'll cost you \$4.50 (summer rate) to get in, \$2 for kids. The Museum is open daily in summer from 10 a.m. to 5 p.m.



FIRST VIEW OF THE ISLAND

Little Water Planet

Some of us feel a vague sense of unease when we are away from the sounds and smells of open water. My husband and I are like that. We think of Nirvana as a perfect world with serpentine canals overhung with the branches of centuries-old trees and with still ponds made lively by the flash of dragonflies and the stately posturings of egrets and herons. There should be long white beaches with foaming rollers and washed-up treasures and miles of salt marsh changing color in shifting winds.

We found this world. It is Little St. Simons Island in the Golden Isles of Georgia. Some years ago we cruised down the Intracoastal Waterway and discovered for ourselves the great natural beauty of these islands. This year, drawn back to the islands by these memories, we answered an ad in *NATURAL HISTORY* magazine for Little St. Simons Island. Accessible only by air taxi or a twenty-minute boat ride, the island resembles a rough crescent that wraps around Sea Island and St. Simons Island, its larger neighbors.

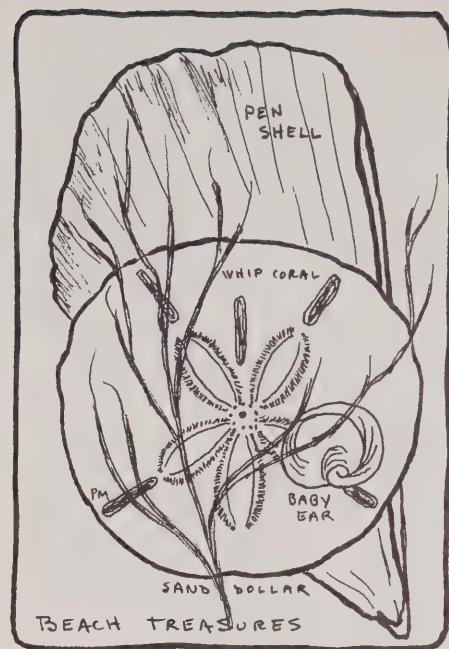
Apart from a small complex of living quarters and service buildings, there is nothing but water and wilderness. Twelve thousand acres of wilderness and six miles of pristine ocean beach. There is a small fleet of canoes for the ponds and canals and "Sears" type jon boats with outboards for the canals and open waters. There is also a larger fishing boat. Pickup trucks and your own two feet do for the trails that criss-cross the high ground.

For those whose dream of a water planet calls for involvement, there is crabbing, clamming, oystering, surfcasting, seining and wind surfing. I was content to cruise dreamily along the canals through the tunnels of the live oaks pendant with Spanish moss and watch alligators basking on the banks. I preferred to watch the kingfishers, ospreys and herons catch their dinners. We had excitement enough trying to spot some of the 200 species of birds that live on, or visit, the Island.

Hiking through the forests brought its own rewards. We surprised a flock of wild turkeys in a ritual mating dance of feather fans. Herds of dainty European fallow deer flowed through the woods and out onto the great salt marshes. There were busy armadillos and sleepy rattlesnakes, bright orange fungi and scarlet lichens. Paradise.

The perfect planet should have some mysterious history to speculate about and this one does. With a staff of twelve and a maximum of twenty-four guests, there is no present community to disturb the sites so a dig in the great shell middens of the Guale Indians can produce potshards or points of real antiquity. Wonderful stuff to dream about.

The Indians were not the only beachcombers. We were amazed to find perfect angel wing shells, ark shells and delicate baby ear shells. We found a clam so lovely that it is called the "elegant disc" and fragile branches of sulphur yellow whip coral. You can walk the beach



for miles and never see another human being. The sea birds and the shore birds and the off-shore shrimp boats are company enough.

Had we known, we could have visited the Island in late spring or early summer when the loggerhead turtles climb the dunes to lay their eggs. Next year on this little water planet, perhaps.

For details, Little St. Simons Island, P.O. Box 1078, St. Simons Island, GA 31522, (912) 638-7472. Paula Marcus, Noank, CT



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The western waters were now free before us, and I proceeded to lay TRITON on her course again. For some time past I had been observing the tow, and meanwhile we had come nearer the land, which was now little more than a mile away, but even now I wasn't sure of Pojack Point. There was Warwick light, nearly north, and then was the broad opening of Coweset Bay. So much was clear, but further south was the outlet of Potowomut River, and south of that was Pojack Point. I concluded that I was bearing about for it, and even if not, it didn't matter.

Eastward lay the long, rounded mass of Prudence; southward was the islet of Hope, and distant Conanicut stretched beyond to the horizon. A large two-masted schooner was going down "wing-and-wing" and further off a smaller one was beating up with a reefed mainsail.

After about fifteen minutes more of swift southwest sailing, I was certain I saw a point projecting a little south of our course, but there seemed to be no river on the hither side of it.

"There it is," I said.

"Yes, I see there's a point, and I suppose you can call it what you like."

"Let's land there, anyhow," and I headed the TRITON thither. We were now in comparatively calm water again, under the lee of the land.

As we drew near the shore I threw the boat's head into the wind so that Joe could let down the sail without its falling into the water. When it came lengthwise of the boat, he let it down with a run, then I thrust her bow ashore with a shove of the oar, and we landed, taking care that the anchor was dropped.

On ascending the low bluff, there lay a broad stretch of water beyond, a large enclosed space, nearly the size of the Cove at the north end of Aquiday. Several boats were moored on its surface, or stranded on the shore.

"Is this your General Greene's river?" asked Joe.

"It can't be, said I, staring about. A few rods to the south, a narrow inlet communicated with the bay.

"Dear me! I'll bet I know what it is, though; it's Allen's Harbor. We've struck south of where I thought."

"That's likely enough, but you'd better back up your guess, if you expect it to hold water."

I was already running down to the boat for my map, however, and fetched it from the bag, together with the little compass and sun-dial combined, which also went with me on these voyages.

"Here you are, here's Allen's Harbor, see, and we're on Calf

Adventures Down the Bay

Wallace P. Stanley, Author
H.N. Cady, Illustrator



Pasture Point."

"I see they're marked on the map, but how're you sure that this is the place?"

"Well, there's Hope Island, down there to the southeast; that can't be anything else, can it? And there's the lower end of Prudence, right in range. Now look at the map, and you'll see that it would be that way, looking from Allen's Harbor; and there's no other big cove like this marked anywhere along this shore."

"Well, I guess you're right this time; but how is it you didn't strike that other place?"

"I ought to have looked at the map when we were near Patience Island, and taken my bearings from there by compass; see, here's Potowomut River, straight west of it; but I thought I remembered near enough how the map looked, and didn't want to bother to get it out, especially as I was watching that tow about that time."

"Well, I forgive you, for this once. Here we are at Allen's Harbor, and likely it's just as good; but you don't want to explore it now, do you? While this splendid breeze lasts, we want to be getting further down the coast."

"Yes, that's so, but look here! Draw a line on the map from where we are, across the north end of Conanicut, and see where it strikes! We can make almost a bee-line for Oldport, and it's hardly any further than we've come already."

"Yes, but we've been to Oldport before."

"I know it, we've been in the city, and over to the bathing beach; but we've never sailed around the harbor and the islands, just as we liked. And when we've been there, we've gone from Pierhaven down the middle passage."

"And the English warships are there now; so we'll get a look at them. All right, then, Oldport be it."

And in a minute more we had shoved off, and were coursing along straight before the wind, leaving, for this time, the west shore of the bay, after touching it for a moment. Joe had the helm, and I asked him to point for the south end of Hope Island, as 'twas only a little out of our direct line.

The tow was off to the southeast, and we were almost heading for it again; but we would now pass in its wake. About half-way across we came quite near a freight steamer, which was making its way up the passage.

On the west side of Hope could now be seen a high rock, a little way from shore, and on the north a small patch of rocky soil called "Despair Island" on the map. A small dwelling could be discerned on Hope, among the trees at the top of the steep, craggy bluff. We came around in the lee of the southern point, and performed our decidedly informal ceremony of landing, at which we had to laugh a little; but, as we had started in

that line, we were bound to "bag" all the islands that came along. But we didn't stop to explore it; we wanted to make sure of Oldport that day.

The next land we made was the north point of Conanicut Island. Here a queer little bathing-house was perched, with two doors opening obliquely to north-east and northwest.

"It looks as though it was meant for the outwater of the island," said Joe.

This north end of the island sloped steeply up to a considerable height from the water; we stopped long enough to ascend and get the view, which was very fine; we had never seen anything like as much of the bay at one time. Four miles westward lay Wickford, situated something like Boston, on a small scale, at the inner end of a wedge-shaped bay of its own, making in from the main body of water. Nearly as far east was the long stretch of Aquiday, looking like the mainland, with a train of cars gliding along the shore, apparently on the way to Oldport.

"How slow they seem to go!" remarked Joe.

"Yes, six or eight miles of their way is in sight from here; and even a locomotive can't cover that in a minute."

Before us was the broad expanse over which we had made two oblique courses that day, seemingly closed in at the north by Patience Island and Warwick heights; and in the midst rose the islet of Hope. The wide surfaces ruffled to deep blue by the fresh breeze, and studded with the twinkling white points of the foamy wave crests, growing smaller in the distance.

"See the steamer coming across!" said Joe.

It had started from Wickford, and was heading in our direction, a mere speck.

"It must be the boat that takes the New York passengers from the

railroad to Oldport. And there's another one, coming down by Patience."

White sails dotted the bay in all directions, mostly running down before the wind, though here and there one could be seen beating up, careening more or less according to the size of the craft.

We went down to the boat and started again, rounding the head of the island and coming into full sight of Oldport and its neighborhood, five or six miles to the south. Gould Island (the other one) rose as far before us as Hope was now behind; still further was Rose Island, with its lighthouse. Just beyond, the buildings of Oldport were thickly clustered, a mass of bright and dark points, hardly distinguishable from the many sails that slowly shifted about in front of them.

In a few minutes we were passing Conanicut Park, whose cottages, high on the eastern slope, were scattered about among the trees, and in the midst was the hotel, its mansard roof rising into a turret at each end.

Joe had begun to think about dinner, and fetched the water jug from the bow. I took a drink, but postponed eating till Joe should have finished his meal; then he took the steering oar, and I took my turn at the provender.

The steamer we had seen coming down the bay now appeared behind us, rounding the north point, from which we had just come. It had stopped at the wharf to which the road led down from Conanicut Park, and in three or four minutes started again, and passed us a short distance off; her swells gave us a pretty good rocking, as we kept on our course without turning to head them; but they didn't put any water aboard.

"How easy she gets away from us," Joe remarked. "The TRITON'S best rate isn't anywhere. If our painter were only fast to that rud-

der, now, wouldn't we go!"

"Yes, and we'd both of us have to be bailing all the time for dear life. We'd have to work our passage; and 'twould be a damp one at that. I'd rather be where we are."

In ten or fifteen minutes more the steamer from Wickford rounded the point in its turn and came following along in the wake of the other. It was much smaller, but seemed to find no trouble in catching up with us.

"The EOLUS," said Joe. "I remember seeing her before, the last time was at Oldport."

Our course had now taken us nearly a mile to the east of Conanicut, and Gould Island had become our nearest land. It looked not unlike its namesake in Seaconnet River, as we now saw it, rising steeply with bare bluffs from the water, and thickly wooded on the top. But the map showed that it was long in a north and south direction, instead of being round, like the others; and we could see the roofs of buildings above the trees.

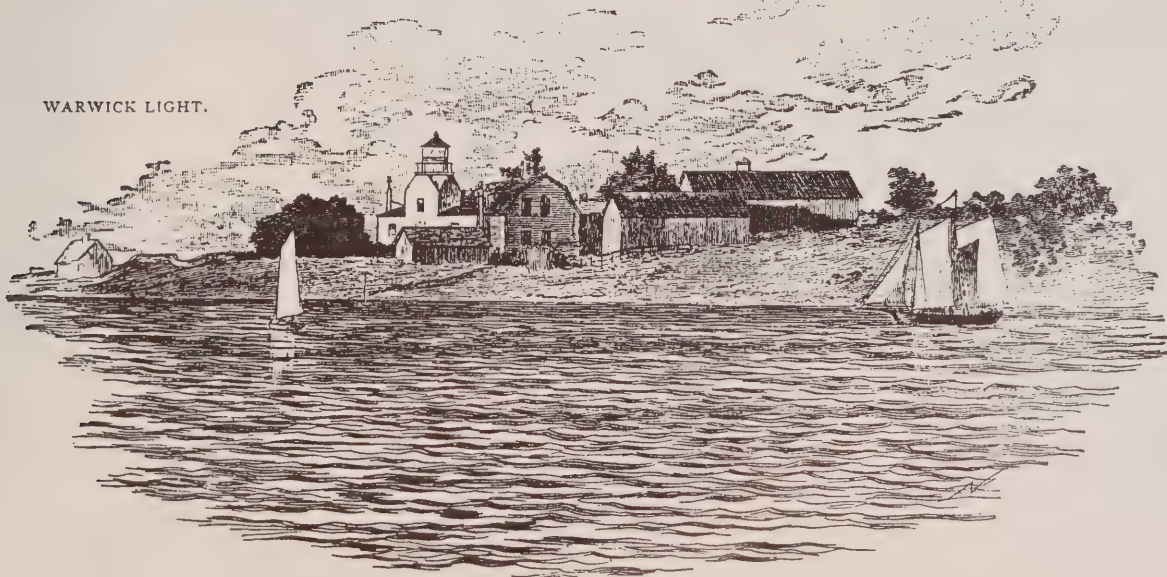
"It belongs to the New York Yacht Club; we're getting into the regions of New York ownership, just now."

"And Government ownership, too; there's the fort down here somewhere, only I don't seem to see it just now."

"Rose Island's right in range with it, from where we are," said I, after consulting the map. "And there's Coaster's Harbor Island, just north of the city, only you can't make out that it's an island, it's so close to the shore. The Government owns that, too, you know, and it's where they train boys into sailors for the navy. And Rose Island, with the lighthouse, that's the Government's; and so's Goat Island, just opposite the city."

To be continued.

WARWICK LIGHT.



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Up the Creek



Dear Uncle Dan,

Thank you so much for letting me paddle in that canoe race with you. It would have been nice to have finished the race, but I had a good time anyway. At least until we went over the waterfall.

I hope you won't have to spend too much time in the hospital. Did it hurt when they removed that paddle from your backside? I regained consciousness two days after I went to the hospital. The doctors took two and a half pounds of fiberglass from my head. They think I'll eventually regain the use of my left arm. The foot transplant is doing well even though it's a different size.

You'll be glad to hear I've decided not to charge you with assault and battery. My lawyer said he'd never heard of anyone being battered by a canoe before. He thought it'd be hard to convince a jury that my skull fracture was the result of being belted with an 18-1/2 foot canoe.

I should have suspected you were taking the race quite seriously when you swore at me for taking along my fishing tackle. I thought we might pick up some bass for supper.

Oh, yeah, I'm sorry for smashing your paddles. When I saw how bent they were, I thought they were defective and needed straightening. I was surprised to hear they cost \$125 each.

The people in those canoes we rammed and wrecked obviously weren't friends of yours. Judging by the names they called you, they're not very fond of you.

Wasn't it amusing when that herd of cows charged us? That big bull probably gored you because I threw my red life jacket into your end of the canoe.

You really should talk more clearly. When you said, "Hut", I thought you said "Hit". That woman I clobbered sure was angry, but I don't think she'll do what she threatened. In fact, I doubt if it's possible to do that. She certainly had a colorful vocabulary.

It really wasn't fair to blame me for not being more familiar with your canoeing terms. You told me to "draw", "cross draw", "stationary draw" and "counter draw". I thought you wanted a paddling partner, not an artist!

When you said, "Watch that rock," I did. I watched it until it cut through the bottom of your canoe. I know that bothered you a little, but it struck me as funny. You don't seem to have a good sense of humor, Uncle Dan. Do those gold colored canoes really cost \$1500?

I had no idea that there was a waterfall on that river. If I hadn't smashed the paddles we might have gotten ashore before going over. I don't know why that annoyed you so much; the canoe was wrecked already before we went over the edge.

Uncle Dan, you run well for an older person. I was surprised how quickly you caught me, especially since you were carrying that big club and had a broken leg. You must have been very angry. Considering that you don't seem to do very well canoe racing, maybe you should take up running.

Uncle Dan, if you ever ask me to paddle with you again, I'll seriously consider it, but you'll have to promise to not be such an old grouch.

Sincerely, Lary Johns

From THE CONNECTICUT CANOE RACER

You know you're getting too old to race canoes when...

You begin to short cut the buoys on the course.

You offer to let your spouse help you put the boat on the car because he/she "can use the exercise".

You spend more money for padding for your seat than on new equipment.

Your car seat belt no longer fits around your stomach.

You find yourself humming "Row, Row, Row Your Boat" rather than the "Rocky Theme" while practicing.

Everyone else racing has a new boat.

Someone asks if you have a "bailer" yet and you reply that you've never been in trouble with the law.

You are shocked to learn that there is no longer a Rushton dealer near you.

You panic when your partner cancels out and you think you may have to paddle C-1.

The glass in front of your eyes is thicker than it is on the boat.

You can't remember in which direction to sit in your contoured bucket seat.

You are flabbergasted to learn that an Old Town Tripper didn't win the Flatwater Nationals last year.

You put on gloves to paddle when it is 60 degrees.

You buy four new sets of bungee cords and they are still in the wrappers ten months later.

The last performance part you bought was a compass for the bow.

Your partner told you to "post" and you thought he said to "coast".

Twenty strokes a minute seems reasonable enough to you during a race.

Your idea of roughing it at a weekend race is having a black and white TV in your motel.

You spend more time selecting a new cooler than you do a new paddle.

Several spiders have made a comfortable home in your stern.

The scrap iron dealer offered you \$2 for your roof racks.

There's a copy of a 1965 issue of "Downriver" magazine in your glove compartment that you hope to finish "one of these days". Sue Audette from the CONNECTICUT CANOE RACER



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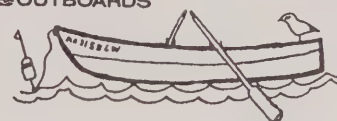
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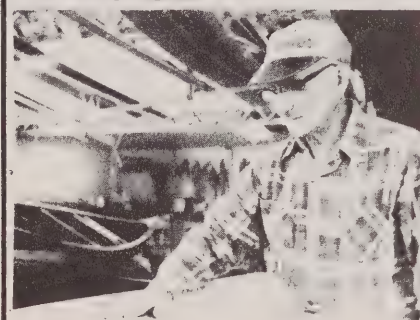
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WHAT'S HAPPENING?

WOODEN BOAT SHOW & ROWING RACE

Burlington, VT, on the "west coast" of New England, will be the site June 28th of a one-day wooden boat show and rowing race organized by John Freeman of the Small Boat Exchange in Burlington. John invites any interested builders of wooden boats to contact him about exhibiting at his show and invites interested oarspersons to enter the race. The latter will be a 5.5 mile race over open water on Lake Champlain around Juniper Island. It will be open to fixed and sliding seat rowing craft, recreational and racing canoes and kayaks. Contact John Freeman at Small Boat Exchange, 31 Main St., Burlington, VT 05401, (802) 864-5437.

EMPIRE STATE REGATTA



EMPIRE STATE REGATTA

Two days of world class rowing are scheduled June 14th and 15th at the Corning Preserve in Albany, NY, on the Hudson River. Last year, 50,000 rowing fans lined the River to watch top collegiate and national crews compete. This year the event is the Northeast Regional Championship. Crew has a long history in the Albany/Troy area going back to the 1870's and today a revival of this interest is bringing back the sport to its old haunts. You can obtain an informative brochure by writing to Empire State Regatta, Box 94, New Scotland, NY 12127-0094.

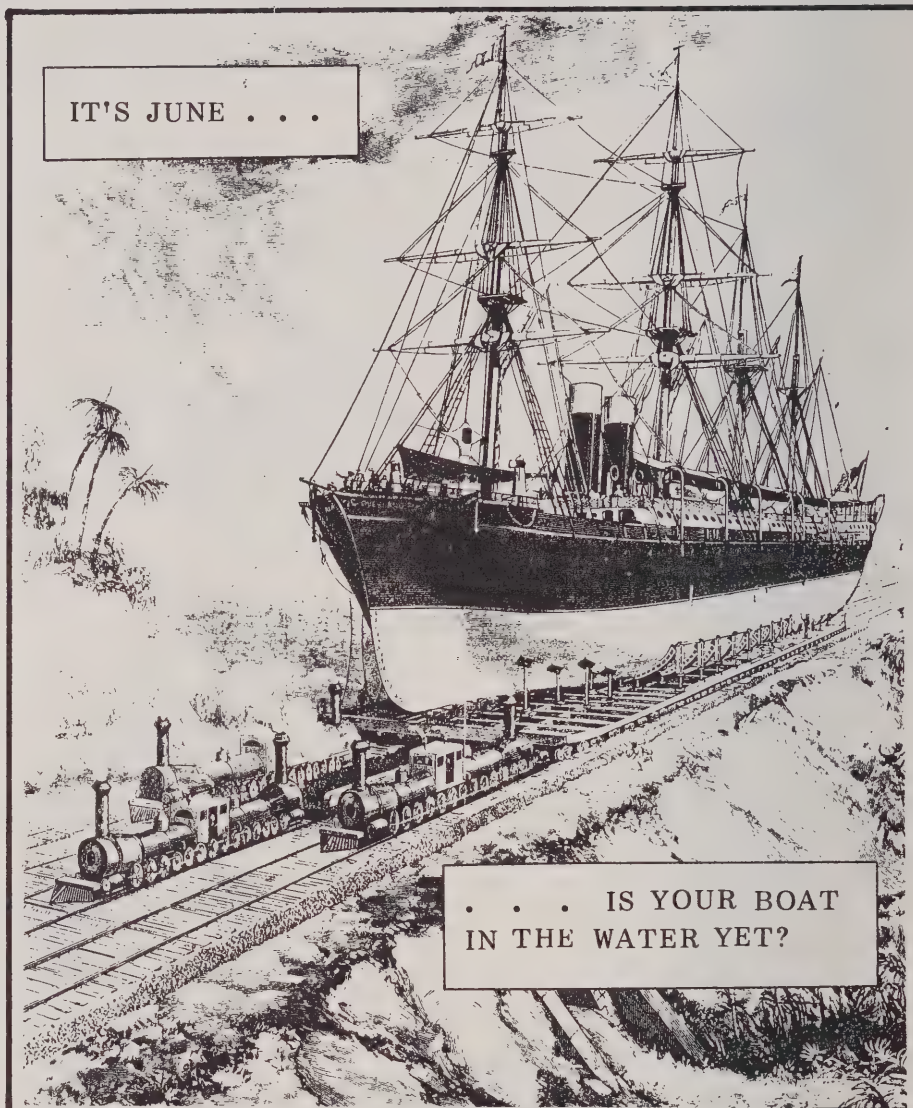


Boston Educational Marine Exch

TUGBOAT MUSTER

Early notice, the Boston Harbor tugs gather for a Saturday afternoon of sport on August 9th at Pier 4 in the Charlestown Navy Yard. If you like tugs, take this one in. Full details from Boston Educational Marine Exchange, 54 Lewis Wharf, Boston, MA 02110, (617) 523-7611.

IT'S JUNE . . .



. . . IS YOUR BOAT IN THE WATER YET?

WOODEN BOAT SCHOOL BEGINS

The 1986 summer sessions of the Wooden Boat School in Brooklin, ME, get underway late in June. While, in many cases, arrangements to attend require advance registration and planning for time off, you may still be interested in available opportunities worth inquiring into, so I'll run the course schedule with course names only, no details. For those, contact Ben Ellison at Wooden Boat School, P.O. Box 78, Brooklin, ME 04616.

JUNE 22-28: Marine Surveying with Giffy Full.

JUNE 22-JULY 5: Building Ultralight Lapstrake Boats & Canoes with Tom Hill.

JUNE 22-JULY 5: Canoe Repair & Restoration with Rollin Thurlow.

JUNE 22-JULY 5: Building the Maine Guide Canoe with Jerry Stelmok.

JUNE 29-JULY 5: The Craft of Sail with Roger & Mary Duncan.

BIG CANOE DO AT WOODEN BOAT SCHOOL

The calendar for this summer's Wooden Boat School is somewhere on these pages, but worth emphasizing is the special two week canoe extravaganza (their word for it) running from June 22nd to July 5th. Three courses will run simultaneously: Tom Hill's on building ultralight lapstrake canoes; Rollin Thurlow's on repairing and restoring traditional canoes; and Jerry Stelmok's on building the Maine Guide Canoe. All three will join together for a one-day seminar by Alexandra and Garrett Conover, Maine guides, on canoeing skills, portaging and camping.

Maybe there are still openings if you're interested. Contact Ben Ellison at Wooden Boat School, Box 78, Brooklin, ME 04616, (207) 359-4651.



MAINE CANOE SYMPOSIUM

Schedule of Events

Friday, June 13

- 3:00 p.m. Registration begins
- 5:00 to
- 8:00 p.m. Pay-as-you-go Dinner
- 8:00 p.m. Welcoming Remarks, Introductions
- 8:30 to
- 9:30 p.m. "The Wide World of Canoeing" Slide Show - Tom Sebring

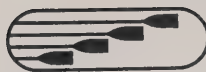
Saturday, June 14

- 6:30 to
- 8:30 a.m. Breakfast
- 7:30 a.m. Late Registration begins, Coffee, Donuts
- 8:30 a.m. Introductions, Announcements
- 9:00 to
- 10:00 a.m. TI—Selecting a Canoe - Tom Sebring
TII—Running Whitewater - Ken Stone
Part I - Approach and Attitude
- 10:15 to
- 11:15 a.m. TI—Open Water Canoe Rescue - Slim Ray & Gordon Grant
TII—Running Whitewater - Ken Stone
Part II - Reading and Reacting
TII—Canoe Poling - Harry Rock
- 11:30 to
- 12:30 p.m. TI—Trip Planning Overview - Jill Bubier
TI—Crafting Your Own Wood Canoe - Bob Lincoln
TII—Northern Canada Canoeing Expedition Primer: Part I - Planning - Michael & Geoffrey Peake
- 12 Noon to
- 1:30 p.m. Lunch
- 1:00 to
- 2:00 p.m. TI—Fishing from a Canoe - Dwight Lander
TII—The Care and Feeding of the Solo Canoe - Harry Roberts
TII—Sailing Your Canoe - Jim Bowman
- 2:15 to
- 3:15 p.m. TI—Fiberglass Repair - Ben Pearson
TI—Polyethylene and ABS Repair - Steven Krautkremer
TII—Northern Canada Canoeing Expedition Primer: Part II - On the Trip - Michael & Geoffrey Peake
- 5:30 to
- 7:30 p.m. Maine Woods Barbecue
- 8:00 to
- 9:30 p.m. "Journey Across the Barrenlands" Slide Show - Michael & Geoffrey Peake

Sunday, June 15

- 6:30 to
- 8:30 a.m. Breakfast
- 8:30 a.m. Announcements
- 9:00 to
- 10:00 a.m. TI—The Spectrum of Solo Canoeing - Tom Sebring
TII—Whitewater Rescue Techniques - Slim Ray & Gordon Grant
- 10:15 to
- 11:15 a.m. TI—Southeastern USA Canoeing Sampler - Don Otey
TII—The Maine Northwoods' Style of Canoeing - Garrett & Alexandra Conover
- 11:30 to
- 12:30 p.m. TI—Building the Wood Canvas Canoe - Jerry Stelmok
TII—Getting There: Refining Technique for Ease, Efficiency and Performance - Harry Roberts
- 12 Noon to
- 1:30 p.m. Lunch
- 1:00 to
- 2:00 p.m. TI—Photography for Paddlers - Slim Ray
TII—The Maine River Experience: Allagash, St. John, West Branch - Garrett Conover
- 2:00 to
- 5:00 p.m. Paddling, Informal Workshops

For details write L.L. Bean Canoe Symposium, Freeport, ME 04033, requesting the brochure. Registration deadline is June 1st, the first 300 to register will be accepted. Accommodation and meals will be available in the area, not included in the registration fee.



USRowing

ROWING IN THE MAINSTREAM

The U.S.R.A. supported program for bringing recreational rowing to the public as a sport for both physically fit and mobility impaired persons comes to Boston, June 11-14, in cooperation with Community Rowing, the new program started in 1985 on the Charles River by the Cambridge Boat Club. This clinic is open to any interested person, and will be conducted by Doug Herland, an Olympic medalist who has overcome a lifelong physical disability from a "brittle bone disease" which left him a 4'8", 107 lb. physique. Herland has inspired many with physical disabilities to adopt rowing and his drive and enthusiasm are now applied to establishing grass roots rowing programs for the public all over the country. The Boston clinic is one of 6 nationwide this year to be conducted by Herland for the U.S.R.A. For details on participating, contact Community Rowing, P.O. Box 2604, Cambridge, MA 02138.

SOUTHEASTERN MASS CANOEING

The Southeastern Massachusetts chapter of the Appalachian Mountain Club has set up its 1986 schedule of canoeing outings, mostly local flatwater and tidal paddling. For whitewater, they travel inland to suitable rivers. Interested canoeists are invited to take part and should contact the trip leader for the chosen event.

JUNE 1: Tidal flatwater on the Bass River in Dennis. Contact Bud Carter at (617) 398-2605.

JUNE 7: Beginner canoe instruction at Camp Farley in Mashpee, also useful for rusty paddlers wishing to brush up on skills. Contact Tony Arnold at (617) 888-7532.

JUNE 14: Tidal flatwater on Westport River, including viewing of osprey nesting sites. Contact Paul or Wanda Murphy at (617) 822-6486.

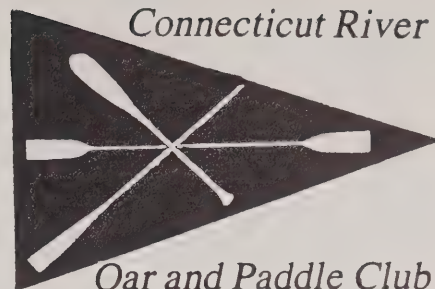
JUNE 21: Tidal flatwater on Scorton Creek in Sandwich, through tidal marshlands. Contact Carolyn Crowell at (617) 888-4923.

JUNE 28: Leader's choice outing, contact Chuck Wright at (617) 564-4250.

NOANK WOODEN BOAT RENDEZVOUS

The Noank Wooden Boat Association has scheduled its spring rendezvous and picnic for June 21st, open to members and guests. To learn more about this unique group of wooden boat owners, contact Jim Cassidy, Noank Wooden Boat Association, P.O. Box 506, Noank, CT 06340.

Connecticut River



Oar and Paddle Club

CROPC CALENDAR

The Connecticut River Oar & Paddle Club has finalized its 1986 schedule of events and here's what's on for the next couple of months:

JUNE 14-15: Overnight trip to Seldens Island, departing the Seth Persson yard in Old Saybrook, CT, at 11 a.m. Round trip is 12 miles.

JUNE 21: Summer solstice cruise, full moon viewing while rounding Goose Island and Lord's Cove, departing the boatyard at 8 p.m. About 4 miles.

JULY 12: Family day on Notts Island, aimed at families with young children, departing the boatyard at 11 a.m.. Round trip about 4.6 miles.

JULY 13: Middletown to Old Saybrook cruise down the Connecticut River, departing Middletown at 12 noon. Trip is 23.3 miles (downstream though).

JULY 18-20: Another over-nighter (two if you like) to Seldens Island, departing the boatyard at 4 p.m. on Friday, Haddam Meadows ramp at 10 a.m. on Saturday. About 12-13 miles depending on starting point chosen.

For information on joining this club or attending its activities, contact CROPC, 18 Riverside Ave., Old Saybrook, CT 06457, (203) 388-2343.

American Canoe Association



CANOE SAILING RACES

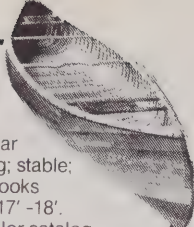
A couple of sailing canoe races will take place in New England this summer on the following dates:

JUNE 21: ACA Class Championships at Lake Massabesic near Manchester, NH. Contact Larry Zuk at (617) 369-6668 for details.

JULY 21-22: New England Region "C" Class Championships at Merrymeeting Lake in New Durham, NH. Contact Jim Bowman at (603) 772-2306 for details.

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RHODE ISLAND CANOEING

The Rhode Island Canoe Association has published its 1986 calendar of canoe CRUISING events (not races). This schedule is currently tentative so if you decide to join the fun, be sure to call ahead to the specified contact person for any last minute changes.

If you would like to know more about this club, write to THE PADDLER, c/o A. August, 70 Scott St., Pawtucket, RI 02860. If you want to phone, call Barbara Strawn August at (401) 725-3344 to discuss the cruises. Here's the upcoming schedule:

JUNE 1: Lonsdale Marsh, 5 miles round trip, Lincoln. Call P. Paradis at (401) 333-2819.

JUNE 7: Wood River, 6 miles, in at Wyoming, out at Afton. Call P. Bumpus at (617) 226-3150.

JUNE 14: Big River, 6 miles round trip, Zeke's Bridge. Call B. Godin at (401) 568-8639.

JUNE 21: Westport River, 12 miles, in and out determined by tides. Call P. Marshall at (617) 998-5074.

JUNE 28: Hockamock Swamp, 9.5 miles round trip. Call B. Luther at (617) 336-8797.

OLD LYME FLOTSAM & JETSAM SALE

The Old Lyme Rowing Association, which supports the rowing programs of the Lyme-Old Lyme (CT) crew is hosting a nautical flea market on June 14th at Old Lyme's Middle School. There's a 20 year history of crew at these public schools in this Connecticut community and parents, former participants, rowing enthusiasts and friends of rowing provide the ongoing support needed. Over 1,000 students have taken part in this with national successes achieved. Anyone wishing to donate any sort of nautical related items for the sale are asked to contact Jan Hine at (203) 434-2232.

MAINE AT WOODEN BOAT SHOW

Another early notice, this about August's Wooden Boat Show in Newport. The 53' pinky schooner MAINE will be there on display. MAINE was built at the Apprentice-shop of the Maine Maritime Museum to represent that state at the Statue of Liberty Centennial in July.

JUNE 1: Housatonic Open, any class, Stratford, CT, Robert Mersereau, (203) 226-9370.

JUNE 8: Ken Comeau Memorial, Under 66", Mystic, CT, Bob Weall, (203) 599-1644.

JUNE 8: Northern Divisionals, EC-12 Class, Providence, RI, George Greenhalgh, (401) 245-7493.

JUNE 14: John Renolds Memorial, 36/600 Class, Huntington, NY, Jack Patton, (516) 421-1135.

JUNE 15: Fathers' Day Invitational Scale Steam, Electric, Sail, Medfield, MA, Jack Sullivan, (617) 668-7163.

JUNE 21: Sunshine, 36/600 Class, Huntington, NY, Jack Patton, (516) 421-1135.

JUNE 22: Marblehead Regional, M Class, Springfield, MA, George Brown, (413) 788-4669.

JUNE 28: Kehoe Trophy, M Class, Central Park, NY, Madeline Tucker, (212) 874-0656.

JUNE 29: Roy Clough Memorial, M Class, Marblehead, MA, Gene Thober, (617) 631-0797.

R/C MODEL YACHTS AT CLAYTON

It's sort of early yet to announce this event but maybe someone will want to go and needs plenty of advance notice. The Shipyard Museum at Clayton, NY, is hosting a radio controlled model yacht exhibition and regatta, August 23-24. There'll be various classes for judging model construction and also racing awards. For the whole exhibitor kit, write to Dennis Honeywell, Recreation Park Complex, East Line Rd., Clayton, NY 13624 or phone during business hours, (315) 686-4310.

OUTWARD BOUND SEA KAYAKING

The Outward Bound programs of self-reliant outdoor adventure include this summer a series of one or two week sea kayak expeditions along the Maine coast for persons over the age of 18. The boats are 18' stable doubles. Pre-trip training and other Outward Bound activities such as rock climbing sessions are included. The one-week adventure costs \$700 per person, the two weeks go for \$1000 per person. The outings begin the week of June 17th and run through the end of August.

For details, contact Hurricane Island Outward Bound School, P.O. Box 429, Rockland, ME 04842 or call toll free 1-800-341-1744.



RACE PROGRAM

The Connecticut Canoe Racing Association has published its 1986 RACE PACKET, a 40 page booklet with all the information on scheduled races, both paddling and poling, cruises and clinics. All classifications are described, and applicable rules and regulations detailed. If you think that canoeing in Connecticut with this club of over 200 members sounds attractive, contact Greg Latsha, 5 West Granby Rd., Granby, CT 06035 for membership application. Dues are only \$10 annually for an individual, \$15 for a family. The race packet distribution is limited to members due to the cost of publication.

JUNE 7: The King Philip Cup, a 14 mile flatwater race for open canoes and downriver kayaks on the Farmington River in Farmington, CT. Contact Gerald Desimas at (203) 693-8813.

JUNE 14: Shetucket River Cruise, a 14 mile picnic/cruise on the Shetucket River Race course in Willimantic, CT. Contact Sue Audette at (203) 456-0558.

JUNE 15: Shetucket River Race, a 14 mile race on the Natchaug and Shetucket Rivers, including a 1.5 mile lake section, for all CCRA classes plus local novices. Starts in Willimantic, CT. Contact Sue Audette at (203) 456-0558.

JUNE 21: Pachaug Canoe Race, a 6 mile flatwater race across Pachaug Pond and down the Pachaug River for all CCRA classes and novices in Pachaug, CT. Contact Bob Bromley at (203) 376-4009.

JUNE 22: Poling Clinic & Picnic on the Farmington River in Pleasant Valley, CT. Contact David Sinish at (203) 693-0073.

JUNE 28 & 29: New England Poling Championships on the Westfield River below Knightsville Dam in Huntington, MA. Contact Nelson Walker II at ((203) 429-8711 eves.

IPSWICH RIVER WATERSHED ASSOCIATION, INC.

IPSWICH RIVER CANOEING TRIPS

The Ipswich River Watershed Association will conduct a series of canoeing trips on that river in Essex County in northeastern Massachusetts. June 1st, Topsfield to Hamilton, June 15th, Hamilton to Ipswich tidewater. Each trip starts at 10 a.m. and lunch should be brought along. For reservations or further details call (617) 887-9685.



MYSTIC SEAPORT MUSEUM

MYSTIC SMALL CRAFT WORKSHOP

June 7th and 8th are the dates for this year's traditional small craft workshop at Mystic Seaport Museum. Applications to all former participants have been sent and they have first call on the available 400 openings this year. In the event this limit is not reached, new applicants will be accepted. If you'd like to get on the list for such an application, write to Curatorial Dept., Mystic Seaport Museum, Mystic, CT 06355, Attn: Small Craft Workshop. The main thrust of this year's program will be multi-oared pulling boats. The Seaport's 27' GENERAL LAFAYETTE will be joined by the 38' LIBERTE' from Hull, MA, along with other whaleboats, seineboats, and similar representatives of oar-on-gunwale type craft. All will be available for tryouts by participants. The second major focus will be a workshop on measuring and drawing up a group of Woods Hole spritsail boats, with the Museum's Crosby Woods Hole boat in the water. In the workshop is a 20' Crosby working cat under construction. Sunday morning's downriver breakfast cruise will again be part of the proceedings, followed by the annual meeting of the TSCA. Of course, ongoing boat tryouts are available throughout the weekend.



WHALEBOAT EXPLORER PROGRAM

Easthampton's Historical Society will host long weekend (3-day) and full weekday (1-day) outings this summer in their 27' whaleboat around the eastern end of Long Island for groups of 4-6 persons (not necessarily a pre-arranged group), by advance reservations. The essence of the outings is to sail and row a traditional boat in protected waters to enjoy the special beauties of the bays and estuaries and wetlands of the area. Fee runs to \$225 per person for the weekend outing, all-in. The schedule begins June 27-29 and runs through August 29-31 with mid-week (Wednesday) day trips running from June 25th through August 27th. For full details and application write to the East Hampton Historical Society, Whaleboat Explorer Program, 101 Main St., East Hampton, NY 11937.

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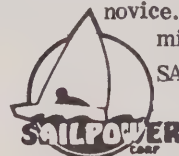


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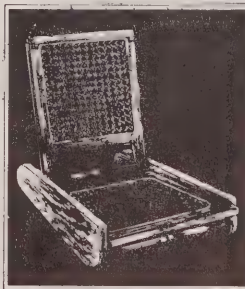
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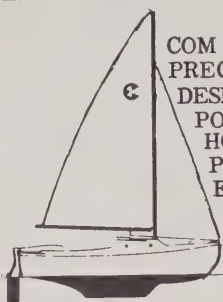
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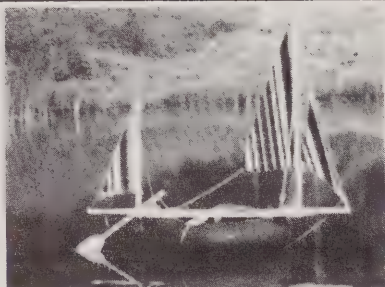
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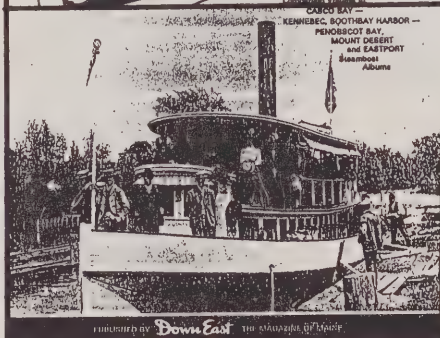
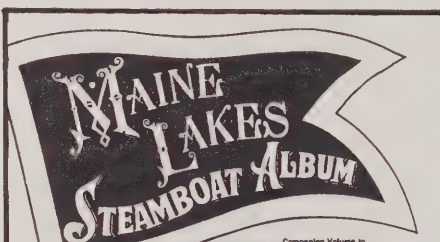
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Big ones, not your hobbyist size. This is a book that is a pictorial directory of 85 existing big league steamboats, where they are, what they are doing, photos, statistics, history, maps of locations, etc. Only \$8.95 plus the usual extra for postage, \$1 in this case, plus sales tax for New Yorkers. Today only 18 are still steaming around, 22 are museums, 7 restaurants, the rest heading for the scrapyards. But, 12 new fireproof replica steamboats are now under construction or coming into service. Find out all about it in this book, from Cayuga Creek Historical Press, 22 Brookfield Place, Lancaster, NY 14086



STEAMBOATS YESTERDAY

A neat book from the International Steamboat Society that might make nice summer reading is "Maine Lakes Steamboat Album", a collection of stories from DOWN EAST magazine over the years. Lots of good old timey photos of how it was when steamers plied the Maine lakes, old time ads, illustrations, the aura of a lost era. It's only \$9 (plus \$1.50 shipping) from STEAMBOAT NEWS, Rt. 1, Box 262, Middlebourne, WV 26149. And they have a lot more steamboat titles too, ask for the Book Locker supplement.

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BRAVE BOAT HARBOR BOAT CLUB

Lance Gunderson, for several years organizer of the Gerrish Island Race in Kittery Point, ME, plans to organize a local small boat club for informal racing and camp-cruising this summer from the Kittery Point, ME, area in traditional small craft. Lance says he'd love to see a regatta of BB-14's, Doughdishes, O-Boats, Indians, Yankee Dorries, Swampscott and Marblehead Dorries, Beetle Cats, Mockingulls, Appledores and such. He invites interested persons to contact him at 226A Harbor Rd., Kittery Point, ME 03905, phone (207) 439-9623 or (617) 491-0224.

BANG AND GO BACK RACES

Lance also plans to host "Bang and Go Back" races for traditional shoal draft sailboats on the last Sunday of the month, June through October, from the town dock at Kittery Point, ME, starting at noon. No fees or registrations, just fun, with the winner buying the first round at Capt. Simeon's Galley afterwards. "Bang and Go Back" racing involves all boats leaving the start together along the prescribed course until a gun is fired, at which point, they turn about and head back to the starting point from wherever they may be on the course when the gun goes off. An interesting way to play.



SALUTE TO LIBERTY™

SALUTE TO LIBERTY

July 4th's big celebration in New York Harbor of the Statue of Liberty Centennial will probably be inaccessible for most of us unless one is prepared to spend big dollars for one of the package tours. The word is that 40,000 private boats will be in the Harbor to watch OpSail, the parade of over 260 tall ships. Well, there's a commemorative book now out on the whole thing for only \$6.25 (including postage and handling) with 64 pages including full color photos. All you need to know about the big weekend is in it, including historical background. The money is part of the fund raising for the restoration project (it's not ALL a government job). You can order out a copy from Operation Sail 1986, P.O. Box 2090, Cliffside Park, NJ 07010. It's \$5, plus \$1.25 shipping for first book, \$.50 extra for each additional book in the same shipment. If you are a New York or New Jersey resident, add on 6% sales tax each copy.

HOW ABOUT A "REGISTER OF PROJECTS"?

Ralph Kimball writes to suggest as follows:

"Many of us are building or restoring small boats. I'm currently building a Nutshell pram from WOODEN BOAT plans. If you published a 'Register of Projects' listing name, address, phone and project of participating readers, others could directly correspond or visit. It wouldn't need to be published every issue, maybe once every three months. It could serve a very useful purpose for readers. I would have liked to have been able to contact someone else who had built this Nutshell, although WOODEN BOAT has been very helpful."

Well, okay, I'm game. Anyone out there interested in submitting their project info to get this going? I'll round up what comes in and find a place in an upcoming issue. Send your name, address, phone and project info to BOATS, 29 Burley St., Wenham, MA 01984.

ADVENTURES DOWN THE BAY

John Little writes, "The series, 'Adventures Down the Bay', has been very enjoyable reading. Brings back to memory things we did as boys in the early '30's. We rowed and sailed for miles in leaky flat bottom skiffs that had been surveyed out of duty by their sensible adult owners and patched up by us. We camped out and cooked clams and fish over open fires and were eaten alive nights by gnats and skeeters, although citronella helped some."

Well, we survived all that and much more, though it seems the boys in the series were much better organized than we were!"

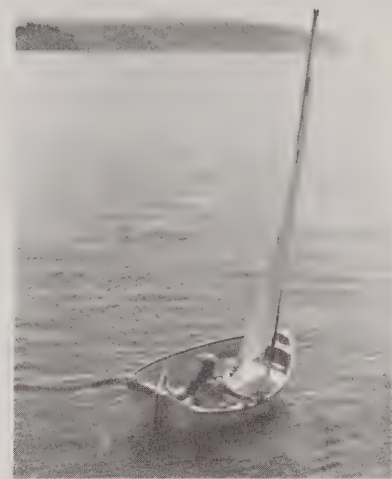
Bob Harris writes: "I am fascinated with the author's style and technique for working in the fine points of sailing the little rig one moment in 'Adventures Down the Bay' and then providing a naturalist's description of an aquatic species the next. Reminds me in a way of 'Carter's Coast of New England.'"



MICRO PLANS AND OTHER NOTES

Elrow LaRowe states he has now sold almost 300 sets of plans for his Bolger designed minimal sailing cruiser, MICRO, in the 22 months he has offered them. Ten boats have been completed as far as he knows with five more going into the water this spring. Other plans Elrow offers include PIROGUE, BRICK and OLDSHOE, all sort of roomy, easy to build amateur pro-

jects. In the works are FISHCAT, LONG MICRO and GO-FAST with HOUSEBOAT also coming along. All these are designed by Phil Bolger. LaRowe has more in mind too. If all of these tickle your curiosity you can contact Elrow LaRowe at 185 Amarillo St., Port Rickey, FL 33568. Send him \$2 and two 22 cent stamps for the details on five boats. Fun reading, maybe even your dreamboat amongst them.



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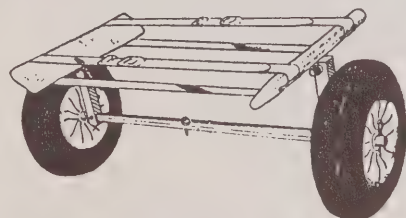
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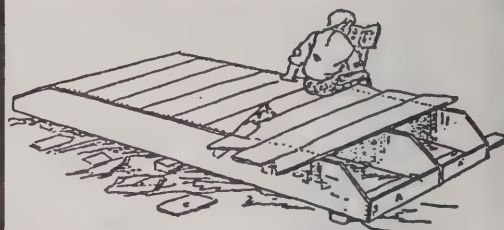
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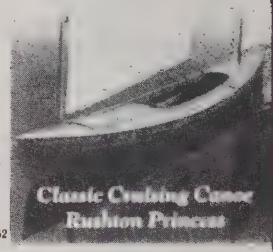
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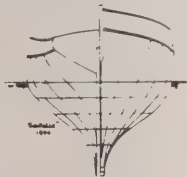
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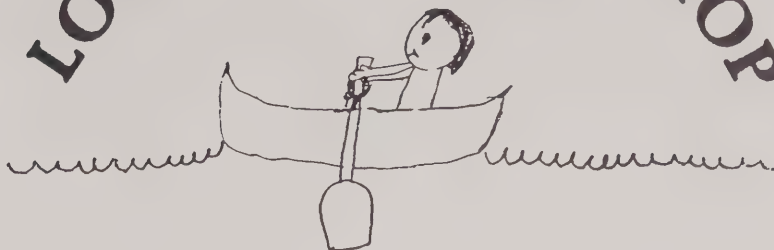
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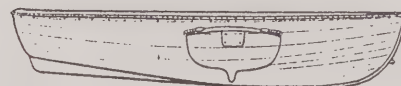
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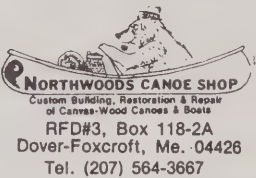
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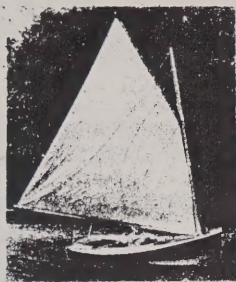
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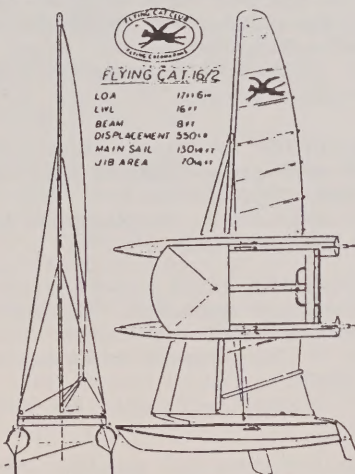
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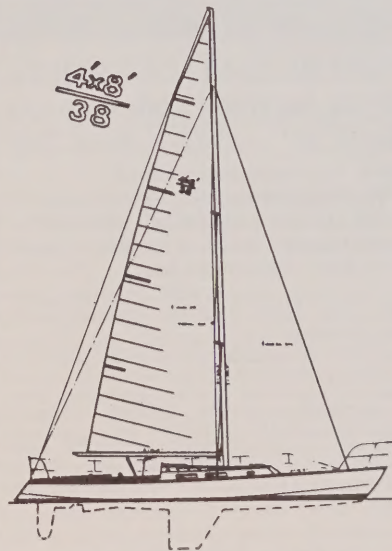
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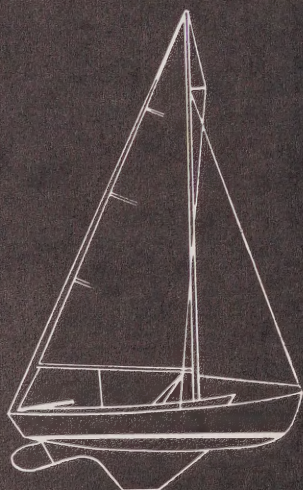
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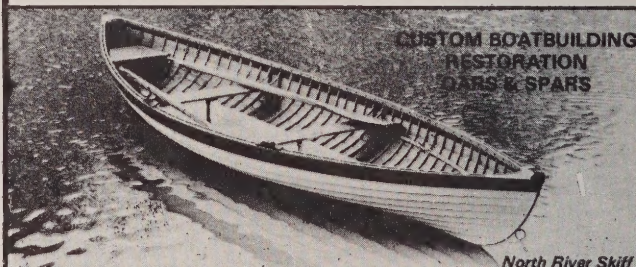
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